

Manufacturers Record

Exponent America



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European Competition With American Industries.

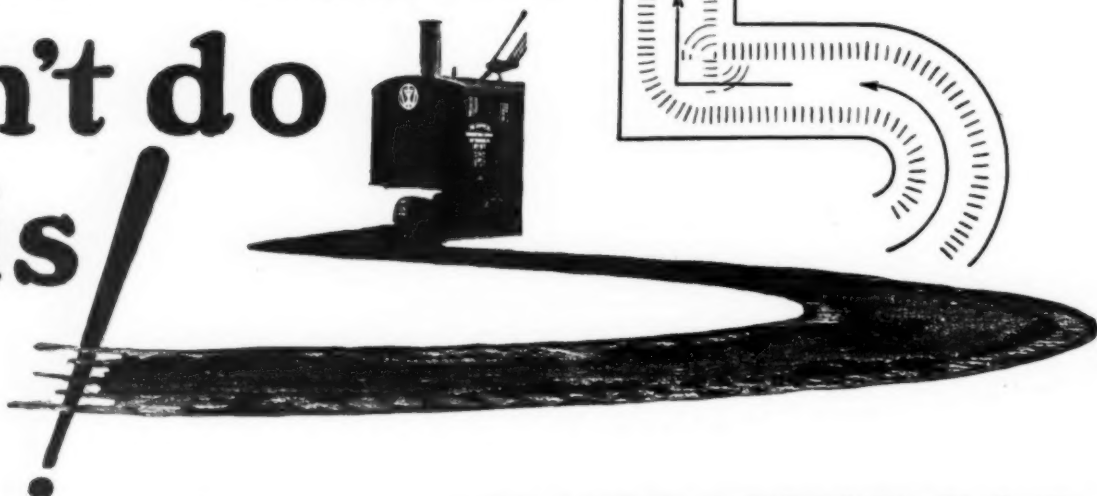
An illuminating discussion of the metallurgical situation in Continental Europe, with reference to its influence on American industry, is continued in this issue by Mr. Edwin C. Eckel, a distinguished expert, widely known throughout this and other countries in connection with iron and steel and cement matters. The first of the series appeared last week.

In this week's article Mr. Eckel gives an interesting account of the vast iron-ore resources of the Lorraine district especially, the rate of wages prevailing in all European metallurgical interests, the low cost of transportation, due largely to the free use of canals on the Continent, and to low ocean freight rates from European ports to North and South America.

Mr. Eckel's many trips of investigation for American industrial interests of the conditions in Europe have given him exceptional opportunities for studying the whole situation and presenting the facts which are of vital importance to this country. There are many lessons to be learned by American industrial interests from a survey of the European situation as seen by Mr. Eckel, for under present conditions as outlined by him it is inevitable that our iron and steel and cement and glass industries will have to meet severe competition certainly along the Atlantic and Gulf coasts. The rates of freight from the points of shipment to this country are almost insignificant as compared with the freights which our industries have to pay in reaching the Atlantic and the Gulf coast cities from plants located in the interior.

The problems thus presented demand the careful study not merely of the people directly interested in iron and steel and cement and glass, but all people who are interested in the full employment of American industries and the prosperity of this country. With rates of wages in Europe in metallurgical and cement work of 80 cents a day as compared with the higher wages paid in this country, we are face to face with a situation where low wages and extremely low transportation costs must give American interests cause for serious study and for thorough investigation as to how our cost of transportation can be reduced. We cannot expect any lower wages. Moreover, lower wages in this country would so reduce the standard of living here as to bring about general depression and poverty instead of maintaining prosperity.

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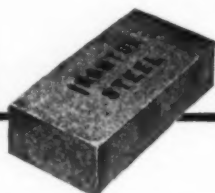
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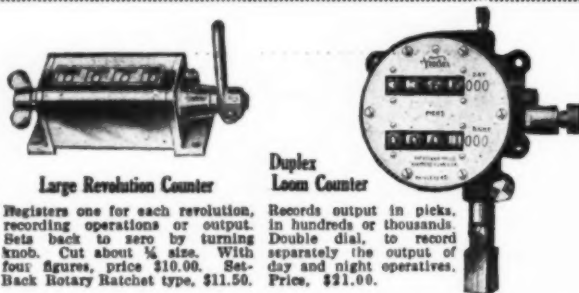


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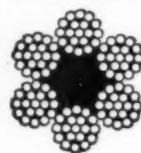
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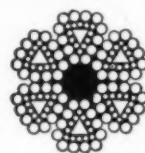
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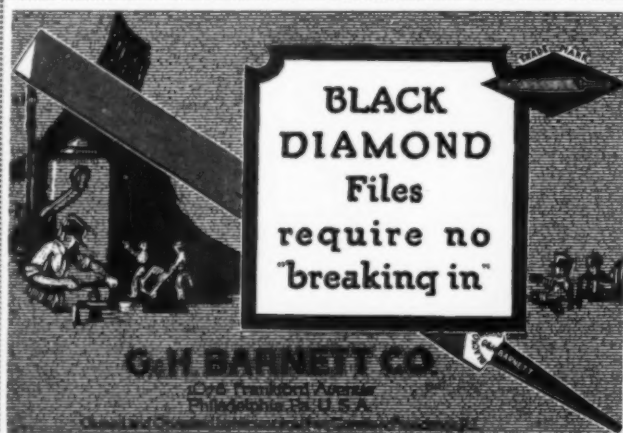
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Manufacturers Record

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Vol. XC No. 6 }
Weekly }

BALTIMORE, AUGUST 12, 1926.

{ Single Copies, 20 Cents.
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The Cost of Prohibition Enforcement.

HOW much does Federal Government enforcement of the Prohibition section of the Constitution and the Volstead Enforcement law cost the taxpayers of the United States?

"Twenty—twenty-five—thirty—fifty million dollars a year!" cry liquor advocates.

Five million four hundred thousand dollars a year is the correct answer, based on an average for the six years of 1920 to 1925, inclusive.

These figures are taken from a photostat copy—prepared for the MANUFACTURERS RECORD by the United States Treasury Department—of a statement by the Division of Book-keeping and Warrants of that department.

As a matter of fact, were some of the courts less lenient with confessed or convicted offenders, there is no reason why Prohibition enforcement should cost the taxpayers a single penny. It is the "mercy" with which justice is so often tempered, and the "bargain days" established by some Federal prosecutors that cost the taxpayers \$5,000,000 a year.

In a nutshell, this Treasury statement may be summarized as follows:

EXPENDITURES IN PROHIBITION ENFORCEMENT, 1920 TO 1925, INCLUSIVE.		
Treasury, Prohibition unit.....	\$39,752,723.03	
Coast Guard.....	19,894,846.80	
Department of Justice.....	25,740.99	
		\$59,673,310.82
Amounts Collected and Deposited Incidental to Enforcement.		
Total collections	27,581,551.10	
Net cost, six-year period.....		\$32,091,759.72

And right here it may be stated that, according to the Treasury Department figures, the six years' expenditure of \$59,673,000 is \$4,500,000 less than the aggregate appropriations for enforcement in that period.

Somewhat more in detail, the Treasury Department gives the following summary of enforcement appropriations and disbursements:

Department	For the Fiscal Year	Amount of Appropriation	Net Disbursements
Department of Justice.....	1920	\$100,000.00	\$25,740.99
Treasury Department.			
Internal Revenue.			
Prohibition unit.....	1920	2,201,034.83	2,059,774.32
	1921	6,350,000.00	6,300,581.25
	1922	6,750,000.00	6,543,994.30
	1923	8,500,000.00	8,135,842.44
	1924	8,251,236.70	7,509,146.27
	1925	10,012,330.00	9,203,384.45
Total Internal Revenue.....		\$42,064,601.53	\$39,752,723.03
Coast Guard.....	1924	13,850,622.00	*8,638,847.41
	1925	8,199,600.00	*11,255,999.39
Total Coast Guard.....		\$22,050,222.00	\$19,894,846.80
Total under Treasury Department..		\$64,114,823.53	\$59,647,569.83
Grand total, 1920 to 1925, inclusive..		\$64,214,823.53	\$59,673,310.82
Appropriations for Fiscal Year 1926:			
Internal Revenue, Prohibition Unit.....			\$9,708,734.09
Coast Guard.....			15,553,427.00
			\$25,262,161.09

*Estimated.

In explanation of this statement, a letter from the Treasury Department to the MANUFACTURERS RECORD says:

"There is transmitted herewith a photostat copy of a statement which has been prepared by this department, showing by fiscal years from 1920 to 1925, inclusive, the appropriations provided by Congress, all or part of which were applicable to the enforcement of the National Prohibition Act of October 28, 1919; reference to acts carrying such appropriations, and the actual or estimated disbursements therefrom for the purpose mentioned. This statement also exhibits the amounts collected and covered into the Treasury of the United States as a result of the enforcement of the act up to the close of the fiscal year 1925.

"In connection with the appropriations exhibited under the Prohibition unit of the Bureau of the Internal Revenue, it may be stated that the amounts included in appropriations of Congress for the enforcement of the Narcotic Act have been excluded, only the net amounts available for the enforcement of the National Prohibition Act being shown.

"It will be understood that it is impossible to determine the exact amount of the disbursements under the Coast Guard for each of the fiscal years pertaining specifically to the enforcement of the National Prohibition Act, this function being but one of the many and varied activities in which the vessels and personnel of the Coast Guard are engaged. * * *

"The Coast Guard, however, has made a careful estimate in connection with the sums allocated or definitely appropriated for activities pertaining to the enforcement of National Prohibition Act, of the disbursements during the fiscal years 1924 and 1925 applicable to said enforcement. The amounts so determined are exhibited in the statement opposite each of the appropriations shown as having been provided by Congress for the purposes referred to. * * *

"Relative to the activities of the Department of Justice, it may be stated that a specific appropriation for the enforcement of the National Prohibition Act under the department was provided only for the fiscal year 1920, the amount of which, and the net disbursements thereunder, are shown as the first item on the statement. Since that year it is understood that any disbursements for this purpose have been made from the general current appropriations for the activities of that department. The Treasury Department has no record of such disbursements."

Quibbling, evasion, deception—almost, even, the splitting of hairs—over the figures involved in Prohibition enforcement are made virtually impossible to even the most ingenious wets by this statement from the Treasury Department. There can be no going behind these returns.

Outstanding are these observations:

1. The actual cost of Prohibition enforcement is a mere bagatelle to the taxpayers of the nation.

2. The cost of enforcement would be more than covered if many courts would impose adequate, or even reasonable, penalties, and if Federal prosecutors, with the acquiescence of judges on the bench, would abandon their advertised "bargain days" for bootleggers.

3. Even as it is, the cost of enforcement could be more than covered through the collection of income taxes from

bootleggers if the Federal tax collectors were aggressive in compelling bootleggers to pay their full income taxes.

Above and beyond these points, however, is the supreme and incontrovertible fact that Prohibition has an actual cash value of, literally, billions of dollars to the nation—a sum beside which the picayune expense of \$5,000,000 a year is absolutely negligible.

The value of Prohibition morally, physically, mentally—in prosperity, contentment, luxury and true happiness—especially for the women and children of the land, is beyond human computation.

On the whole, from the figures, it may be said that the legislative branch of the Government does its full share toward adequate enforcement of the Constitution and the law by providing sufficient funds for such enforcement work. Can as much be said for the executive and judicial branches?

Practical, even dirty, politics is practiced and countenanced in the selection and recommendation and appointment of Prohibition directors in many parts of the land. The customary excuse of Federal officials that the "local authorities" are to blame for non-enforcement does not fool any intelligent and well-informed man or woman. Practical politics and lack of sympathy in prosecutors' offices and on the bench also handicap genuine enforcement.

Some time ago the MANUFACTURERS RECORD was informed in both the Prohibition and Internal Revenue offices of the Treasury Department that they did not exchange mutually valuable information about bootleggers and similar Prohibition law violators; if the Internal Revenue Bureau detected a bootlegger, it tried to squeeze an income tax out of him, but did not report him as a violator to the Prohibition unit, nor did the Prohibition unit report such offenders to the Internal Revenue collectors so that they might be mulcted through the income tax. In short, Uncle Sam's right hand did not know what his left hand was doing, and his left hand had no interest in the activities of his right hand.

Prohibition can be adequately enforced when honest effort to enforce it is made by sworn officials. It can be enforced without one cent of expense to the taxpayers when Federal prosecutors and Federal courts mete out justice to bootleggers as they do to some poor devil who steals a dollar's worth of stamps or commits some similar offense.

HOW TO INCREASE THE SOUTH'S PROSPERITY.

PRESIDENT NEVILLE of the Commercial Club of Clinton, S. C., writes the MANUFACTURERS RECORD:

"There is not a member of the board of directors of any commercial organization in the Southern states who should not have readily at hand the information contained in your Blue Book of Southern Progress. For that reason I am asking you to send a copy to each member of the board of directors of the Clinton Commercial Club. A check is enclosed."

We believe that Mr. Neville has not overstated the case when he suggests that every director of every commercial organization in the South should have a copy of the Blue Book of Southern Progress. We would add also to this that we believe every director and every member of every commercial organization in the South should be a regular subscriber to the MANUFACTURERS RECORD. With these two publications constantly before them, the members of these organizations would become more and more enthusiastic about the upbuilding of the South and would the better understand the forces which are at work for good or for evil throughout the land in regard to the South. They would know more about Southern resources and Southern opportunities and the trend of men and money from other sections to the South; they would know more of the local spirit that is developing in many parts of the South for upbuilding by home men and money

and thus catch a new inspiration for their own communities.

There is a great field for work in behalf of the South by business organizations and by the lunch clubs, which are so popular with business men. In all of these organizations there ought to be an intelligent, thorough knowledge of what the whole South is and what it is doing. Only in this way can the members of these various organizations achieve the largest results possible for their own communities, and through the Blue Book of Southern Progress and the MANUFACTURERS RECORD they would gain information which they cannot find elsewhere.

A GREAT ECONOMIC FACT STARES FRANCE AND THE WORLD IN THE FACE.

GERMANY has wiped out its internal indebtedness. Its industries and its agriculture are less in debt than ever before. The result is that they are in a position to produce at a lower cost than in former years. France, on the other hand, is still trying to weather the storm and save its internal indebtedness and its francs. We doubt if it is possible for that to be done. To carry the burden of internal indebtedness, which so harasses its people, while Germany has wiped the slate clean, would put France at a disadvantage in the cost of production and in reaching the world's market, which would make it practically impossible for her people to compete with Germany.

We must face the situation constantly stated by the MANUFACTURERS RECORD, which was inevitable from the day when the Federal Reserve Board began its drastic deflation campaign, that Europe could not possibly avoid national bankruptcy of many countries and, therefore, the time would come when internal and the total indebtedness of European Governments would have to be wiped out.

England is saving itself by its enormous Colonial trade and the great profits which have come from rubber and other products of its colonial possessions. Without this income from its far-scattered investments in its colonies, England would be in as desperate a strait as is France.

We are largely responsible for the bankruptcy of the world. We forced deflation upon the world. Again and again this paper said that if we carried out our drastic deflation campaign it would bankrupt most of the world. Those predictions are being fulfilled. Many who thought our position was erroneous have now come to realize the truth of the statements we made. There is no hope for continental Europe maintaining competition with Germany, which has wiped out its internal and to a large extent its total indebtedness without going through the same policy. When a great business corporation is bankrupt it has to pass through receivership hands, and then with a clean financial slate it can once more do successful business. However severe may be the remedy, continental Europe must face that situation—wipe out its internal indebtedness—and the United States must inevitably wipe out the alleged indebtedness of the Allies to us. We have not the slightest doubt that ultimately this action will be taken by our Government. But every day of delay only intensifies the situation in Europe, breaks down the morale of Europe, increases the hatred of European people to this great and prosperous country, and there is much foundation for all this hatred in the way in which we have handled this whole situation.

Our honor is at stake; the world's business and prosperity are at stake. Despite all that may be said to the contrary, sooner or later many European countries will have to wipe out their indebtedness and we will have to wipe out our bills against the Allies. The sooner we move in the matter of our own volition, the better it will be for this country from every standpoint and the better for the world.

Georges Clemenceau Appeals to America for Justice.

[We commend to every American the following stirring and truthful appeal from the great French statesman, Clemenceau, to President Coolidge, and trust that Mr. Coolidge will see the wisdom of reversing his position on these debts and have the courage to say so publicly and strongly.]

Referring to the editorial on the cancellation of the debts of the Allies to America in the MANUFACTURERS RECORD of last week, Frederick W. Peabody of Ashburnham, Mass., whose recent letter to the President on the subject has attracted nation-wide attention, writes:

"Thank you for the editorial. It is remarkably fine. What a golden opportunity this country has to become almost the savior of the world! How it would hearten Europe and bring on an era of peace and good-will for America to do as you propose! The Coolidge Administration could immortalize itself by a reversal of its position. * * * Hanging from the mantel in my study is one of the original posters spread over Paris just before the recent parade for the maimed and blind. Heading it (in translation) are the words: 'The Calvary of the Conquerors.' And what are we doing to France but crucifying her! Isn't it damnable?"

That is the view of one of the leading attorneys of the country, and that is the view which millions of Americans hold tenaciously, and it is on that line that they propose to fight until the honor of America is saved by the cancelling of these alleged debts of the Allies.—Editor MANUFACTURERS RECORD.]

Paris, France.

Mr. President:

Divergencies of opinion have arisen between the three great countries allied and associated in the war in France as to settlement of accounts, which threaten to have serious effect on the future of the civilized world.

On each side technical experts in finance are at work. A technician is too often a man whose pleasure consists in isolating his own problem from those which he is occupied in co-ordinating.

Everything in public affairs contributes to form a whole, and anyone who thinks he can isolate himself in his own domain is running the risk of finding himself overwhelmed later when it is too late to mend matters.

The same question in identical terms exists between the United States and England, between England and France and between France and the United States, and I see that trial solutions, or preparation for solutions, have not created a good state of feeling in the countries which are affected.

We are debtors, you are creditors. It seems this is regarded as purely a matter for the cashier's department, but are there no other considerations to be taken into account?

Hitherto, England's European policy has consisted above all in holding the Continental nations in check by intervening and playing off one against the other. I am convinced that the man in the street is beginning to open his eyes to wider views. Today it is toward America that France's feeling of uneasiness is principally directed.

If nations were but business houses, bankers' accounts would settle the fate of the world. You are claiming from us payment of a debt not of commerce but of war. You know, as we do, that our treasury is empty. In such a case the debtor must sign promissory notes, and that is just what you are asking us to do, and yet each of us ought to believe that settlement in cash will be made on the day fixed.

Now, it is an open secret that in this affair there are only imaginary dates of payment, which will lead up to a loan with solid security in the shape of our territorial possessions, as was the case for Turkey. Such a thing, Mr. President, I am bound to tell you we shall never accept.

France is not for sale, even to her friends. Independent she came to us; independent we shall leave her. Ask yourself whether, according to President Monroe, you would feel otherwise about the American Continent.

If France were to disappear under the blows of her enemies and of her sworn "friends" (this word "friends" is placed in quotation marks by Clemenceau) there would remain of her a name to be proud of.

Wherein have we failed to fulfill all the demands of duty? Ought we to have surrendered our fortresses to Germany when she demanded them from us under penalty of a declara-

tion of war? Will anyone get up and say we have done nothing but submit to the inevitable? Does Verdun prove we have fought badly?

Yes, we have thrown everything into the abyss—blood and money—as England and the United States did on their side, but it was France's territory that was devastated scientifically. For three deadly years we awaited this declaration from America: "France is the frontier of liberty"—three years of blood and money oozing from every pore.

Come to our villages and read the endless lists of their dead and make comparisons, if you will. Was this not a "bank account," the loss of this vital force of youth?

As Russia did at Brest-Litovsk, America has made a separate peace with Germany without even the slightest suggestion of an adjustment with her comrades in arms. This was the blood truce with the common enemy. Today a money peace between the Allied and Associated Powers is being devised.

How is it we failed to foresee what is now happening? Why did we not halt under the shells and convoke a board meeting of profiteers to decide the finest of histories? Must the myth of German reparations lead up to American cash collections?

I have spoken freely to the honored head of a great people for whom I have preserved for 50 years my highest respect and friendship, because I believed that people was destined to receive from the Old World the torch of a great ideal of humanity to carry on higher and higher. It is now for that people to pronounce judgment on itself. I can only offer the supreme homage of my silence if I am mistaken.

With homage and my deep respect, believe me, Mr. President,

(Signed) GEORGES CLEMENCEAU.

Immediately upon reading the letter of Mr. Clemenceau to President Coolidge, the editor of the MANUFACTURERS RECORD sent the following cablegram:

Baltimore, August 9.

Hon. Georges Clemenceau,
Paris, France.

Millions of Americans heartily agree with every word of your letter to President Coolidge, and millions deeply regret that for its own honor this country has not cancelled the alleged indebtedness of France and other Allies for the money it advanced with which to carry on a war for world civilization and our national safety. I believe you have rendered a service to this country and to the world by your strong statement of the whole situation.

The MANUFACTURERS RECORD and many other leading papers in this country are vigorously advocating the cancelling of all the debts of the Allies to America, not only because they believe that morally we owe the Allies more than they owe us, but also because in advancing this money we were helping the Allies to fight our own battle against Germany before we

were ready to put men on the battlefield in defense of our existence. From the day when the German Army invaded heroic Belgium I believed that the war of barbarism against civilization would become just as much our war as it was the war of France and its Allies, but we did not enter the struggle until Germany had for many months been making war upon us, sinking our ships, murdering our citizens upon the high seas, violating every international law and filling our own country with its spies.

When President Wilson called Congress in session to meet this challenge of war thrust upon us by Germany, he recognized the fact that we had no Army ready to defend ourselves and that the only thing we could promptly do was to advance money to the Allies in order that they might buy foodstuffs and munitions in this country to enable them to carry on the struggle without any other help from us, since we had no soldiers ready for the battlefield. Millions of honest-hearted Americans, fully realizing this situation, are striving to arouse our country to the supreme importance, for our own honor and for the upbuilding of the world's civilization and for the world's economic advancement, of cancelling every dollar of this so-called indebtedness to us.

In this situation America has the most supreme opportunity of all human history to aid in restoring peace and harmony to the world, in tremendously stimulating the world's economic advancement, bringing prosperity to countries where poverty now rules, and of lifting high the banner of the Cross and following the command of Him who died upon the Cross to "do unto others as we would that they should do unto us." So long as we seek to collect these debts, we are not following the Golden Rule, but are violating every principle of humanity and Christianity.

Millions of Americans will today take heart in the belief that your appeal to President Coolidge will stir to the deepest depths that sense of honor and responsibility to the world, which commands us to realize that unto whom much has been given, of him shall much be required.

This nation, with its boundless resources, its accumulation of wealth beyond the dreams of avarice, with a prosperity such as the world has never before seen or dreamed of, must recognize that if we fail to realize our responsibility for the boundless blessings which Heaven has given us, the time may come when we shall see the handwriting on the wall: "Thou hast been weighed in the balance and found wanting."

With profound respect,

RICHARD H. EDMONDS,
Editor MANUFACTURERS RECORD.

OUR FOREIGN TRADE FOR 1926.

DURING the fiscal year ended June 30, 1926, our imports increased from \$3,824,128,375 in the preceding year to \$4,466,613,821, a gain of \$642,000,000. In the same period our exports declined from \$4,864,581,164 to \$4,754,057,991, a decrease of \$110,000,000.

For the fiscal year ended June 30, 1925, our exports exceeded our imports by over \$1,000,000,000, whereas for the fiscal year ending June 30, 1926, the excess of exports over imports was \$298,000,000.

Our exports to Europe in 1926 showed a decrease of \$326,000,000, whereas our imports from Europe showed an increase of \$104,000,000. The heaviest increase in our imports was from Asia where there was a gain of \$440,000,000. South America sent us \$60,000,000 more than for the preceding year, Africa \$15,000,000 and Oceania \$5,000,000.

The business depression throughout Europe is doubtless the main reason for the heavy decline in our exports, while at the same time Europe is trying to force its products upon the American market, and our industrial interests are thus

meeting a very aggressive competition. Much of the increase from Asia is due to the heavy importations of rubber.

From British Malaya our imports for the last fiscal year amounted to \$430,817,959, or a gain of \$244,000,000 over the preceding fiscal year. Japan sent us \$63,000,000 more of goods the last year than the year before. From Brazil we took \$46,000,000 more than the preceding year, while our import trade from Cuba showed a decline of \$74,000,000.

Our exports to Germany showed a decrease of \$90,000,000, but our imports from Germany increased over \$47,000,000.

TOTAL VALUES OF EXPORTS AND IMPORTS OF MERCHANDISE BY GRAND DIVISIONS AND PRINCIPAL COUNTRIES.

Exports to—	Twelve Months Ended June	
Grand Divisions:	1925	1926
Europe	\$2,659,713,390	\$2,333,690,248
North America	1,142,579,889	1,167,526,283
South America	360,409,788	420,176,101
Asia	457,609,080	537,553,261
Oceania	167,002,281	201,209,549
Africa	77,266,736	83,932,549
Total	\$4,864,581,164	\$4,754,057,991
Principal Countries:		
Belgium	\$126,161,306	\$108,408,530
Denmark	48,854,075	55,800,012
France	288,628,648	276,274,168
Germany	463,989,497	373,039,880
Greece	21,992,484	10,116,653
Italy	219,628,233	165,048,621
Netherlands	168,583,308	121,242,274
Norway	27,908,725	23,160,558
Soviet Russia in Europe	57,043,978	53,623,837
Spain	75,563,867	73,160,062
Sweden	41,748,744	40,223,965
Switzerland	8,034,023	8,767,689
United Kingdom	1,064,773,031	970,782,139
Canada	647,538,671	699,252,945
Central America	70,409,740	74,821,300
Mexico	146,874,855	140,080,494
Cuba	206,661,500	182,903,618
Dominican Republic	16,678,095	16,549,712
Argentina	134,864,036	147,268,301
Brazil	80,590,029	83,444,143
Chile	34,783,981	46,405,821
Colombia	33,815,985	47,120,035
Ecuador	5,609,668	6,508,612
Peru	23,301,027	26,492,216
Uruguay	18,796,650	21,628,327
Venezuela	19,985,612	31,404,357
British India	33,856,643	46,148,367
British Malaya	8,745,728	13,526,357
China	89,008,726	103,400,354
Hongkong	15,469,316	12,158,467
Dutch East Indies	15,414,468	23,286,084
Japan	218,603,427	254,480,433
Philippine Islands	61,388,620	64,246,560
Australia	131,955,360	156,801,419
New Zealand	32,755,301	41,808,954
British South Africa	40,224,988	48,400,043
Egypt	6,201,496	7,612,916
Imports from—		
Grand Divisions:		
Europe	\$1,170,519,083	\$1,274,895,938
North America	960,037,563	977,026,295
South America	495,576,449	555,964,996
Asia	1,048,115,330	1,488,654,729
Oceania	65,437,139	70,619,138
Africa	84,442,811	99,452,725
Total	\$3,824,128,375	\$4,466,613,821
Principal Countries:		
Belgium	\$66,471,859	\$72,257,353
Denmark	4,777,234	4,101,996
France	151,907,069	152,056,964
Germany	144,772,508	192,595,017
Greece	33,676,350	15,151,410
Italy	94,952,086	95,529,423
Netherlands	78,861,366	103,238,843
Norway	23,145,404	23,753,210
Soviet Russia in Europe	9,071,276	16,202,404
Spain	29,031,313	39,494,412
Sweden	44,565,255	39,310,263
Switzerland	37,587,986	41,256,833
United Kingdom	392,033,729	411,994,498
Canada	408,061,151	474,003,538
Central America	39,594,605	50,817,777
Mexico	185,110,260	168,668,773
Cuba	201,915,139	227,484,427
Dominican Republic	6,695,175	8,369,491
Argentina	78,071,114	85,958,456
Brazil	198,490,645	244,874,242
Chile	90,083,838	84,173,948
Colombia	59,333,787	63,800,494
Ecuador	7,385,783	9,154,054
Peru	18,056,105	23,852,656
Uruguay	14,542,413	19,807,290
Venezuela	17,635,601	22,159,410
British India	124,548,319	158,366,762
British Malaya	186,873,239	430,817,959
China	147,307,030	149,962,775
Hongkong	18,396,686	11,369,189
Dutch East Indies	69,402,860	405,646,351
Japan	342,378,956	405,646,351
Philippine Islands	100,881,243	109,018,301
British South Africa	8,270,721	15,994,114
Egypt	37,009,779	41,247,406
Australia	43,261,839	50,085,526
New Zealand	19,329,833	16,975,532

Increased Efficiency in American Industry.

TREMENDOUS increase in the productivity of wage-earners in American factories is cited and emphasized by recent statements from the United States Department of Labor and the American Library Association, which bring to the forefront for serious consideration a factor in American industrial life hitherto somewhat submerged. As the Monthly Labor Review of the Bureau of Labor Statistics well says:

"There is taking place in the United States today a new industrial revolution which may far exceed in economic importance that older industrial revolution ushered in by the series of mechanical inventions which occurred in England in the last quarter of the Eighteenth Century, and which eventually transformed English industrial, political and social life."

For instance, says the Department of Labor, in the automobile industry the output per man in 1925 was three times as great as in 1914, "an almost incredible increase in productivity in an industry which had attained, even before 1914, a high state of efficiency." The American Library Association goes even further and avers that a standard American motor factory now is turning out 12 cars a year for every employe, as against two per year 10 years ago. Shoemakers, or shoe workers, are reported by the Library Association as producing eight pairs of shoes a day as compared with four pairs in 1916, while, taking the productivity index for 1916 as 100, the Department of Labor makes the boot and shoe productivity index 133.5 for 1923 and 116.5 for 1925.

Finally, Secretary Hoover of the Department of Commerce is quoted as saying that during the period from 1914 to 1924 the number of wage-earners in American factories increased approximately 27 per cent, while the output increased at least 60 per cent—in other words, production by wage-earners employed advanced about 25 per cent. As the reasons for this increase in productivity of the workers, Secretary Hoover advanced the following theories:

1. Greater efficiency of the wage-earner.
2. Improved management.
3. More scientific methods and the elimination of waste.
4. Greater use of capital as an aid to human efforts.

To which thoughtful and well-informed observers, corroborated by opinions from great industrial executives, will be strongly moved to add: National Prohibition.

On the whole, Mr. Hoover's views seem to be sound. Little question can there be that contentment with conditions and real joy in his work, both promoted by generous wages and fair hours, have contributed largely to the efficiency of the worker. Of improvement in management there can be no question, and in this are involved intimately the "more scientific methods and the elimination of waste," which Mr. Hoover catalogs as a separate reason. And probably the most important and most significant is the "greater use of capital as an aid to human efforts." In large measure, it is claimed, the productivity increase has been due to the spread of knowledge from the scientist, the engineer, the technician and the fruits of laboratory research, to the business man; industry today is increasingly applying the information and knowledge of science to its own work.

"We are at the present time experiencing what is perhaps the most remarkable advance in productive efficiency in the history of the modern industrial system," says the Monthly Labor Bulletin.

Which statement, taken by and large, may be accepted as conservative.

Some other factors might have been mentioned in this

connection. Industry is today using greater labor-saving machinery than ever before. The advance made in automatic machinery has revolutionized many industries. Moreover, the higher wages that are now paid are proving a stimulus to wage-earners, bringing about a higher ambition on their part for still greater productivity in order to earn still larger increase. High wages have been a blessing to the American working man, and the influence has spread from them to every line of industry.

There is also another reason which might appropriately be mentioned in this connection, and that is that Prohibition has resulted in very much better labor conditions in most factories of America. No longer are the laboring people drinking as universally as formerly, and Monday is no longer "blue" Monday in all shops as it once was, for the laboring men are now as well prepared for work on Monday as on any other day. Efficiency through Prohibition has so increased productive capacity of American working people as to have had a very large part in bringing about the great increase in output per laborer.

A PROTECTIVE TARIFF AND THE FARMER.

UNHAPPY conditions for the American farmer are pictured by C. M. Hammond of Augusta, Ga., in a letter to the Chronicle in that city, as, for instance, when he says:

"It seems that everyone is content to let matters drift along as regards agriculture, because they are interested in cheap agricultural products, and by comparison now they are cheaper than ever before. The inevitable result of such a policy, if allowed to continue, will be to reduce the American farmer to agricultural serfdom. Under our national laws, framed by a majority of our national Representatives, in favor of industry and labor, without regard to the effect on agriculture, the American farmer is forced to buy on a high and protected market and to sell on a low level; caught before the upper and nether millstones, he is being ground to powder."

Mr. Hammond's sympathy for the American farmer is shared by a large percentage of the people, not in the agricultural group. But in the light of recent events of present developments and of prospects for the future, we rather think he may cheer up somewhat.

No longer are agricultural matters merely "drifting along," as is proved by recent Congressional legislation, by present activities of the farmers and their friends and by the ante-election interest and concern of many candidates for Congress.

Far from being a "serf," agricultural or otherwise, the American farmer ever has been one of the most independent citizens in the land. And his present determined movement to compel better conditions for his industry indicates that he has no intention of becoming an economic slave.

Thoughtful study of the protective tariff in its economic influence on every man, woman and child in the country, including the farmer, will convince Mr. Hammond, we feel sure, that the farmer benefits far more largely from an American protective tariff than it possibly may cost him in any way. Everything for farm work is admitted duty free; many of his products are protected against foreign competition; a protective tariff provides customers for his industry, buyers for his products. Under the protective tariff industrial workers earn wage-money with which to buy his commodities and to pay good prices for them; without such protection, millions of men and women would be reduced to low wages, would be restricted to part-time work, or would be thrown out of all employment entirely.

Especially interesting is one of Mr. Hammond's suggestions

for improvement of the farmer's condition: "Consider carefully," says he, "before selecting our agricultural leaders, that they are true to the industry and are not influenced by great groups that are interested in cheap agricultural products."

The farm and the workshop long have been most profitable fields for the army of demagogues with which the United States is cursed. Hope brightens when such a suggestion is advanced by a friend of the farmer.

There is no question that the farmer long has been in sore straits. There is every indication that he now is on the road to better things.

RAILROADS MAKING HIGH RECORDS THIS YEAR.

A SUMMING up of railroad business during the first six months of 1926 by the Bureau of Railway Economics reflects the generally prosperous condition of the entire country. The statement is based on reports from 185 Class 1 railroads (lines which have more than \$1,000,000 gross annual earnings), and representing practically 237,000 of the 250,000 miles of line of all railroads in the United States. Increases over the corresponding period of last year are impressive. For instance, the net operating income of these railroads, which include all of the important systems and their affiliations, amounted to nearly \$495,000,000 and was almost equal to an annual rate of return of 5 per cent on their property investment, the exact figure being 4.94 per cent. In the first half of last year net railway operating income was about \$439,400,000 and at the annual rate of return of not quite 4½ per cent.

Railroad freight traffic, as shown by the weekly reports of the American Railway Association appearing in the MANUFACTURERS RECORD, has been breaking all records this spring and early summer. For more than two months loadings of revenue freight have been at the rate of over 1,000,000 cars a week, something never before heard of at this time of year, although during the crop-moving seasons later in the year it would not have been particularly remarkable, and this sort of thing is keeping up so that we may expect some more astonishing traffic records this fall.

Gross operating revenue of the railroads during the first six months this year amounted to over \$3,028,000,000, which compares with over \$2,896,000,000 in the same period of last year, the increase being more than 4½ per cent, while operating expenses showed less than 2¾ per cent increase. The increase in the amount of taxes levied on the railroads was 8 per cent. The roads spent liberally for maintenance, the total for the half-year being something more than \$1,054,000,000, or an increase of over \$35,000,000, and of this aggregate over \$413,000,000 was spent on track and roadbed and more than \$640,000,000 on equipment, with the result that the whole railroad system of the country is in unusually efficient condition and able to handle traffic economically and with dispatch.

It is especially noteworthy that during June, the last month of the first half-year, the net railway operating income was at the annual rate of return of almost 5½ per cent on the property investment of the railroads, and that this compares with 4.82 per cent for the same month of 1925. The increase of gross was 6½ per cent, with operating expenses increased only 3.8 per cent. This promises finely for the remainder of the year.

Railroads in the South continue to make high records, as shown by the bureau's statement, for their net railway operating income during the first half of 1926 was at the annual rate of 5.65 per cent on their property investment, or a little more than for the same period of last year and only

six-hundredths of 1 per cent less than was shown by the roads in the East for the first half of the current year. The net railway operating income of the railroads South this year up to June 30 was over \$79,500,000, as compared with something more than \$75,300,000 for the first half of 1925. The net railway operating income of the railroads East was over \$264,100,000, or at an annual rate of return of 5.71 per cent, as compared with only 5.17 per cent for the same period of last year. The roads West also improved their net railway operating income for the period this year, it being at the annual rate of return of 3.79 per cent, as compared with 3.31 per cent last year.

It is particularly gratifying to observe that the operating ratio (expenses as compared to gross earnings) has also been reduced for the first half of this year, it being a little less than 76 per cent of gross, as compared with 77.33 per cent of gross in the same period last year, a testimonial of the increased efficiency.

On the whole, the condition of the railroads of the country is superior so far as operating efficiency is concerned, and their experience of recent years has proved the accuracy of the utterances of the MANUFACTURERS RECORD as to what was possible for them with judiciously liberal expenditures, freedom from political interference and hearty team work by officers and employes. Generally speaking, the railroads were never better run than now, although there is at least one instance of a decline of esprit de corps as compared with former days, but it is to be hoped that this will be restored to the high standard which formerly prevailed. The success of the railroads depends upon the energy and co-operation of the men who operate them, and with the increased good-will of the public, which most of them now enjoy, it only remains to the men in charge to see that standards are preserved, facilities are maintained and increased according to traffic needs, and that a spirit of liberality and harmony prevails in public relations to make transportation in our country a thing to be proud of.

INHERITANCE TAX LAYS A HEAVY BURDEN UPON DEAD MEN'S ESTATES.

UNDER the heading "Dead Men Pay No Tax," an interesting card is being sent out by Calvin A. Owens, president of the Florida Interurban Rapid Transit Railway Company of St. Petersburg. In it Mr. Owens is quoted as saying:

"Live in Florida and live longer. The state of Florida collects no money from dead men, she owes no man and has \$18,000,000 in her treasury."

Calling attention to the fact that widows or beneficiaries of a Florida estate are not called upon by that state to pay any taxes, this circular contains the following statements:

"But in 45 states of the Union the dead man's absolute rights of disposal are made null and his expressed wishes forever silenced; these states first exact their toll from the dead man's estate before his beneficiaries receive the pro rata amounts specified by him.

TYPICAL STATE INHERITANCE TOLLS (on an estate of \$300,000)

North Carolina	\$12,000	Montana	\$36,000
Mississippi	15,000	Colorado	42,000
Iowa	21,000	Kentucky	48,000
New York	24,000	California	54,000
Ohio	30,000	Illinois	60,000
FLORIDA	NOTHING		

(The foregoing figures are approximate, being compiled from various state tax regulations and based on an average class of beneficiaries.)"

In the light of the figures given as to state inheritance taxes, it is not surprising that many people are making Florida their permanent home, not only because of its many other advantages but in order to escape the heavy burden of taxation upon their estates.

OUR DEEPEST SYMPATHY GOES OUT TO OHIO.

AN Associated Press dispatch from Warren, Ohio, a city of 40,000 people, gives a doleful picture of the financial conditions of that city. This dispatch says that Warren has been financially embarrassed to the point of dire poverty, and that it has been necessary to discharge the entire police force of sixteen men, as neither the policemen nor the firemen have received any pay for two months. In the meantime a committee will solicit from the business men of the city funds to maintain the Fire Department. The dispatch adds:

"Financially, Warren has gradually been going from bad to worse. Several months ago it was necessary to limit the Fire Department to two stations. Last night's returns abolishes one." And much more of the same kind.

Marcus E. Cone of Plant City, Fla., in a letter to the MANUFACTURERS RECORD on this situation as compared with conditions in Florida, writes as follows:

"Attached is the front page of yesterday's Tampa Daily Times, and I have marked thereon an item relative to Warren, Ohio.

"Personally I am sorry such as this has come about to any city in the United States, but since it has happened I am very glad it was to a city in Ohio instead of Florida, or any other state.

"The bankers and editors and other business men of Ohio have written, printed and circulated so many lies about my state until I can't keep from feeling just the least bit glad that some of their predictions have come home to them.

"If the councilmen and other officials of Warren, Ohio, will come to Florida and visit some of our cities with just half the population, they will see things that will make their heads swim when it comes to financing a city. If Warren (Ohio) people should visit a city in Florida with the population of their home city, they will find the city protected by more than one fire station and the citizens protected by more than sixteen policemen. In fact, they would find better protection than this in a town of one-fourth the size. And I will state, too, that the policemen would be drawing a salary of not less than \$200 per month, while the firemen would be getting around \$175.

"The manner in which Ohio has tried every way to hurt Florida reminds me of 'He who is without fault may cast the first stone,' and if the bankers, editors and other knockers don't pay more attention to their own affairs and leave ours alone they will find themselves in more embarrassing situations, for they may think that, through greed and envy, they have managed to belittle our state to others; but figures don't lie, and we have more visitors from Ohio than from any other state in the Union, except Georgia, our sister state. And this is no small number, either, for in a good number of our cities there are enough people from Ohio to organize and keep in action what is known as an Ohio Club, and the membership of some of these Ohio clubs number up in the hundreds. These visitors come back each year, and each year they come earlier and stay later, and the reason for this is:

"We treat them the same as we do persons from other states, which is just as good and kind as possible. We don't tell them that everyone in their state is a thief, and that every bank in their state is worthless and is just managing to drag along, and that every piece of land in their state is under water and that the alligators walk up and down the street, and that the little negro babies are fed to the 'gators in the parks. Of course, Ohio has no alligators, but we could say these things if we cared to, but we don't, and that is the reason why we have more Ohio people with us each year, because when they are home all they see in the papers and all they hear on the streets is some kind of a knock to Florida, and when they are in Florida the remarks are altogether in a different tone when their state is being talked of by a Florida man or woman. We found long ago that there was more gain in not knocking than in any other thing, and knocking any state or city is something that is not being done anywhere in Florida. But enough of a thing is enough, and even the most sensible heads can stand just so much, and that is the

reason why I stated above that I was just a little bit glad of what had happened, not for Warren, Ohio, but for the bankers, editors and others who have wilfully lied about my home state."

In a double-leaded editorial the Tribune of Tampa, Fla., expresses its profound sympathy for the situation in Ohio, where the financial condition of cities and state is, in some cases, reported as rather desperate. Ohio bankers and state officials were, we believe, the most active opponents of the Florida movement from that state last year. They were almost ceaseless in their efforts to keep people from going to Florida, but, judging by the Tampa Tribune's article, the people of Florida hold no ill will against Ohio, but would like to co-operate in the strengthening of its financial situation, such, for instance, as now exists in Florida, where the state has \$18,000,000 cash in hand without any bonded indebtedness, and where all the towns and cities in the state are vigorously expanding, through municipal activities, for the purpose of keeping up with the rapid growth that is under way.

Discussing this subject, the Tampa Tribune says:

"HELP FOR POOR OHIO.

"It really begins to look as though Florida, from sheer goodness of heart and sympathy for the suffering, will have to adopt some measure by which it can extend financial aid to Ohio.

"A few days ago the Tribune quoted a dispatch from Columbus in that state describing the pitiable plight of the Ohio state government—current bills unpaid, teachers yearning for their salaries, the treasury practically empty because of the 'state's vanishing cash,' and not enough revenue in sight to keep governmental machinery running until October.

"Now we are hearing of similar troubles in Ohio cities. Here's an Associated Press dispatch from the city of Warren, 40,000 population. Warren will, after Saturday, be without a police force, because it hasn't been able to pay the policemen for two months and can't ask them to continue working for nothing. Loss of the fire department, from similar cause, is also imminent, but citizens are circulating a subscription list to raise funds to pay the firemen. The city has already reduced the fire department to one station—and one truck in the department needs two tires, and the city actually hasn't the money to buy them; hence another public subscription.

"It is unnecessary to state, in this connection, that no municipality in the 'busted' state of Florida, the state which Ohio newspapers picture as ruined, bankrupt and poverty-stricken, has had to abolish its police department and ask citizens to subscribe to a fund to keep its fire department on the job.

"If the legislature were in session, the Tribune would advocate an emergency measure, in the name of sweet charity, to make a short-term loan to stricken Ohio, either to the state government or to municipal governments, to give relief until it can get back on its feet financially. Florida has plenty of money and wouldn't miss a few millions put out in this way. One condition of the loan would be, however, that not one cent of it should be applied to the relief of any Ohio newspaper which habitually knocks Florida."

VIEWS OF A MANUFACTURER.

H. J. HERR of the Georgia Show Case Company, manufacturers of bank fixtures, Montgomery, Ala., writing from Miami Beach, Fla., says:

"Enclosed is check for \$6.50 to cover my subscription for the ensuing year.

"I do not believe that I have missed an issue in over 20 years, and I find that the MANUFACTURERS RECORD is getting better all the time. I have derived an untold benefit from the reading of the editorials as well as other articles.

"I want to commend Mr. Edmonds' stand on Prohibition; would to God that we had many more like him, that had the backbone to say what they think regardless of the business office.

"From my own personal experience in the handling of large numbers of men, both before and since the passage of this law, I am convinced that it has been a wonderful help to the progress of this country, and I believe that, notwithstanding the lack of enforcement, it has come to stay; and no right-thinking man would want it changed."

A BIG NEW ENGLAND HOUSE INVESTS IN FLORIDA.

THE investment by Stone & Webster and their associates of \$2,500,000 in the Davis Island real estate development at Tampa merely serves to indicate that the conservative capitalists of the East who have, like Stone & Webster, long been identified with Florida public utility operations, fully realize the magnificent possibilities of that state. The action of Stone & Webster will not only be of very great value to the whole Tampa section, but of value to the whole state, as its influence will inevitably be to increase the confidence of the strong, conservative investors of the country in the safety of Florida as a place for putting money, based on sound conditions and management.

A great deal of money was unwisely invested in Florida, and some of it will be lost, just as hundreds of millions of dollars are unwisely invested in stock operations on Wall Street and elsewhere. The wild boom on Wall Street at the present time, judging by the history of the past, will inevitably result in a reaction when hundreds of millions of dollars will again be wiped out, and the lambs will be sheared and the wool gained from them will be in the hands of the rich manipulators of the stock market. These ups and downs of speculations, whether in real estate or stocks, should be a warning to all investors not to buy without careful investigation and not to buy unless they are able to pay for the properties purchased, whether they be lots or stocks, and without regard to the temporary ups and downs in prices.

AN INTERESTING RAILROAD EXPERIMENT.

BOTH as an experiment in railroad development and as a sign of the times, the establishment of motorbus service by the Baltimore and Ohio Railroad to connect its terminus at Jersey City, N. J., with several "stations" in New York city will be watched with interest in many circles. At first regarded as a sort of makeshift, necessitated by the eviction of the Baltimore and Ohio from the Pennsylvania depot in New York, the experiment now is considered of even deeper import, as suggesting an entire readjustment of railroad passenger facilities in great and crowded cities.

As planned by the Baltimore and Ohio, two stations will be established at strategic points in New York, one at Fifth avenue and 34th street and the other at Pershing Square, 42d street, the former convenient to the Long Island Railroad station and the "Jersey tubes" and the latter to take care of travelers using the railroads terminating at the Grand Central depot. Local stations, as it were, will be maintained at several hotels and other centers, and the city, it is announced, will be adequately covered. On arriving at Jersey City, passengers and their luggage will be transferred to special buses for New York city, and the routes are so devised that travelers may alight reasonably near their city destinations. For outgoing trains, the buses will leave the city termini at scheduled hours and will pick up passengers at other points en route to the ferries for Jersey City.

Beyond this, it is understood, the Baltimore and Ohio proposes to establish bus "feeder lines" to some of its stations in New Jersey to pick up travelers in communities remote from its road and transport them to convenient depots. This, however, hardly can be regarded as an experiment; it is a wide railroad custom.

Probably only a couple of years ago the suggestion of such railroad-bus service in a city would have been deprecated. Now the people of the land may be said to be educated to bus service in many ways. Bus service supplements, and in some cases supplants, trolley service. Buses leave central termini and stop at "way stations" in many cities and run

to other cities with the timetables and regularity of railroad trains. Buses call for school children in the morning and return them to their homes after school. The bus is in such general use that it now is familiar to the people and is accepted by them as an established service.

To develop bus service into an adjunct for the railroad in urban passenger service does not look to be an impossible task in this day and age. The experiment of the Baltimore and Ohio will be mighty interesting to watch.

AN APPRECIATED VOTE.

KARL LEHMAN, general secretary of the Chamber of Commerce, Orlando, Fla., in a letter to the MANUFACTURERS RECORD, says:

"The Orlando Chamber of Commerce by standing vote today asked me to convey to you their unanimous appreciation of the magnificent service you have done the state of Florida in your July 29 issue, as well as the fine work you are continually doing for our state through the MANUFACTURERS RECORD."

GETTING ACQUAINTED.

SOME idea of the fine results achieved through western North Carolina's second annual "Goodwill Tour" last spring is disclosed in a pamphlet recently issued, for a copy of which the MANUFACTURERS RECORD is indebted to Manager F. Roger Miller of the Asheville Chamber of Commerce. These tours are made under the auspices and direction of the Asheville Chamber, and appear to grow, progressively, more successful each year.

"The Land of the Sky Special brought home a heavy load of good fellowship and garnered a harvest of favorable comment," says the pamphlet—an assertion very easy to believe. "The returns from the tour will be felt in an increased friendship toward Asheville and western North Carolina on the part of the entire South," it adds, and the prediction seems conservative.

The first of these annual tours covered the Carolinas, Georgia and Florida, while the recent, second, went through the Gulf states and the great Southwest. The third will embrace New England and eastern Canada. The tours are made on special trains chartered for the purpose and equipped with every comfort and convenience of modern railway travel, while the itinerary runs from 3000 to 5000 miles. "Between times," says Mr. Miller, "we operate motor tours in neighboring territory, covering an average of 1000 to 1500 miles."

Not even in such a comprehensive pamphlet as that just issued, or in the many favorable comments by leading newspapers in the cities and sections visited, is even a small percentage of the real value of such trips to be discerned. There is nothing as effective as the "personal touch"—in neighborliness, in business and even in practical politics. Such personal visits by substantial representatives of western North Carolina will do more in the way of cultivation of friendship and business than, literally, tons of cold correspondence.

There can be no question whatever that "the returns will be felt in increased friendship," and also in increased business. As the Beaumont (Texas) Journal put it: "Probably, one of the most promising things of modern times is the disposition of the people—or, most of them, at least—to visit, mingle, get together and swap ideas and notions. Beaumont got a touch of the hospitality, friendship, fellowship and good feeling that comes from this custom when the Asheville Chamber of Commerce delegation visited here." In fact, the pamphlet overflows with friendly editorial comment, while reproductions of the captions on news articles in the various papers indicate the wide publicity gained for western North Carolina on this tour.

European Wages and American Industries.

By EDWIN C. ECKEL.

Number 2.

In facing this new post-war competition which now exists, and which in my judgment is likely to become more serious rather than less so, there are some basal facts which we must keep in mind. The competition, for example, does not come entirely, or even chiefly, from our old pre-war competitors; it comes chiefly from new areas. It does not come entirely, or even chiefly, in the same products that were formerly its subjects; it comes largely in products which for many years before the war were not imported into America on any large scale. There has evidently been readjustment in competitive power as between various European countries, and if we overlook that fact all our calculations are likely to go wrong.

Immediately after the war, when the mass of Americans were engaged in a crazy mark speculation, I pointed out* that Germany had definitely lost her chief asset (the Lorraine iron field), and that most of her others (Sarre, Silesia and other coal and ore regions) were either in pawn for a long term or were in process of adjudication with successful Allies. Under these circumstances it was easy enough to see that the new Germany could not possibly become a world-factor industrially on the same scale as had been Imperial Germany. And it was almost as easy to see that a new world factor had come into being, or could come, if its governmental policies were not too silly. The grouping of iron ores and coal in the Belgium-France-Luxemburg area made it easily possible to create a new industrial power, which could enter overseas trade on a very favorable basis.

Since that time, though it would be hard to become enthusiastic over the economic and financial actions of the French political crowd, her industrialists have acted with decision—and the new competition is here. In the present section we will consider the physical bases of this new competition—its fuels, ores, shipping facilities, etc. In a later section we will take up the question of the man-power available for the Franco-Belgian trade area and of how it is being treated. I do not recall that either matter has ever been presented before in just this grouping, and with the primary idea of judging how the physical and economic conditions in that area are likely to affect business and living conditions in the United States. As regards this last point, however, I do not intend to argue the matter or to suggest remedies; we may be a stupid race, from the European standpoint, but every reader can make a fair guess at what an 80-cent-a-day wage scale would mean to him if he had to work for that, or to his business, if his purchasers had only that to spend.

The matters immediately before us are physical—iron ores, coals, canals.

The Lorraine and Other Franco-Belgian Iron Ore Fields.

The well-known Lorraine ore field, which has been the only visible profit of two great wars, is now definitely French in political control, with the exception of trifling areas which fall within the Luxemburg and Belgian boundaries.

The location and extent of the Lorraine field are both shown clearly in the accompanying map (Figure 1). The total productive ore area amounts to almost 300,000 acres, or approximately 500 square miles. Of this France has now almost 290,000 acres, while there are some 9000 acres in

Luxemburg and a few hundred acres, now practically worked out, fell in Belgium.

The ores are sedimentary or bedded ores, like our own Birmingham and Wabana hematites; they grade from 30 to 40 per cent metallic iron, but are often so high in lime as to be practically self-fluxing. Their phosphorus is high, which is very desirable for the basic Bessemer process in which they are used, since the phosphoric slag produced is a very valuable by-product indeed.

In reserve tonnage the Lorraine field ranks ahead of our own Lake Superior district, some 5,500,000,000 tons of ore being credited to it. Even allowing for the lower average grade, this gives the Lorraine region a greater future metal-producing possibility than the Lake region. The annual



FIG. 1—OUTLINE MAP OF WEST EUROPEAN COAL AND IRON-ORE FIELDS.

The four main coal fields and the Lorraine iron-ore areas are shown in their relation to manufacturing points and ports.

output of the Lorraine region—French and German—before the war had reached some 40,000,000 tons or so; since the war it has practically regained this level, after a period of depression.

The Lorraine ore field is, of course, one of the two bases—the other being the coal supply—on which the iron industries of France, Belgium, Luxemburg and Germany are founded. As such it becomes of direct interest to us in connection with the present study, in its effect, direct or indirect, on the possibility of competition in pig-iron, foundry products and steel products.

The Lorraine ore field is at present the basis of our chief competition, but it must not be overlooked that there are other iron areas which under other conditions could become serious. In Normandy, for example, there are extensive beds of sedimentary red hematites, grading well over 50 per cent in metallic iron, and being almost exact duplicates in appearance, origin, composition and even geologic age of our own Wabana ores in Newfoundland. These Norman ores were being largely developed when the war broke out, for use chiefly in Thyssen's new steel plant at Caen, which gave promise of being important as the best located export mill on the continent. The war extinguished the German ownership, and the British coal troubles have seriously hampered the later development of the Caen steel project. But its bases are there and its furnaces and mills are there.

For a great export trade, therefore, the French (and Bel-

*"Coal, Iron and War." New York, 1920.

gian) iron and steel industries have sound ore bases in several areas, even without counting in the Moroccan and Algerian ore deposits. From that phase of the matter we can now turn to an equally brief summary of their coal situation.

The Nord and Other Franco-Belgian Coal Fields.

There are four great coal fields within the area covered by the map (Figure 1), but two of these may be dismissed with brief mention, not because they are small but because they

covered every bit of this coal region, was so disastrous to French military and financial affairs. It left France with soldiers, but without means for supplying them with munitions. So that from an early stage in the war France was paying both in blood and in gold. At the end of the war the mines and mills of the North were found to have been pretty well destroyed by the Germans—after the contest had become hopeless for them. These damages France has repaired out

of her own resources, though, of course, Germany has agreed to pay for the destruction—ultimately. France would like to pass over some of these German promises to us in payment of her own debt; but, curiously, not even German sympathizers seem to warm up to the idea.

Today the coal mines are again in working order and the mills of one sort or other are back to their old level of output. In a great many cases there are

entirely new mills and factories, and these, being of absolutely modern type, give the region a higher level in the way of capacity for finished products than it had in 1913. These products are made cheaply, in part because of wage conditions, which will be discussed in a later article, and since the French and Belgian markets are limited by the poverty of the two countries, the obvious thing is to ship as large a fraction as possible for export to prosperous countries. This means, at the moment, North and South America chiefly.

Four fields are shown on the map (Figure 1)—and the most important remains to be noted. It is the Campine field of Belgium, which did not produce a ton as late as 1913, but which is now in process of rapid development and which will

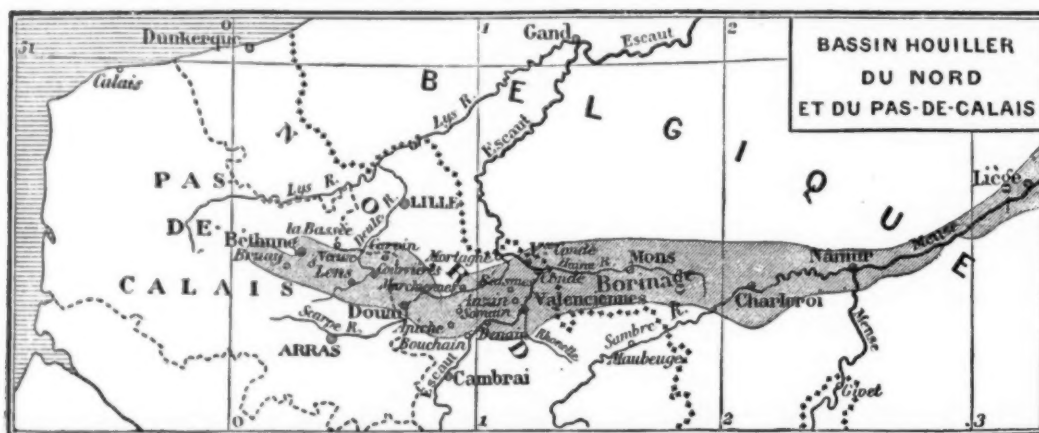


FIG. 2—RELATIONS OF NORD COAL FIELD AND THE INDUSTRIAL TOWNS BASED ON IT.

are hampered now in other ways. These are the Westphalian and the Sarre fields.

The Westphalian is by far the largest of the four, so far as either present production or reserve tonnages are concerned. But it has since the war no large cheap supply of German ores—and it is in a country which is now on a gold basis and loaded with taxes under the Peace Treaty. It is, therefore, likely that the Westphalian field may still supply competition in coal-tar products, but it is less likely now than in 1913 to ship much low-priced iron and steel.

The Sarre field, nominally still German, is in French control for a period of years, after which a popular vote will decide its destiny. The German who expects its return must be just as optimistic as the Peruvian who still hopes for Tacna and Arica, or as a Mexican who thinks Texas will vote itself back as a part of Mexico. Meantime, the Sarre field mines good gas and finishing coals, and its output is almost exclusively used in its own area. It does not affect the pig-iron or crude-steel business at home or abroad, though it is the basis for possible competition in tool steel, cutlery, etc.

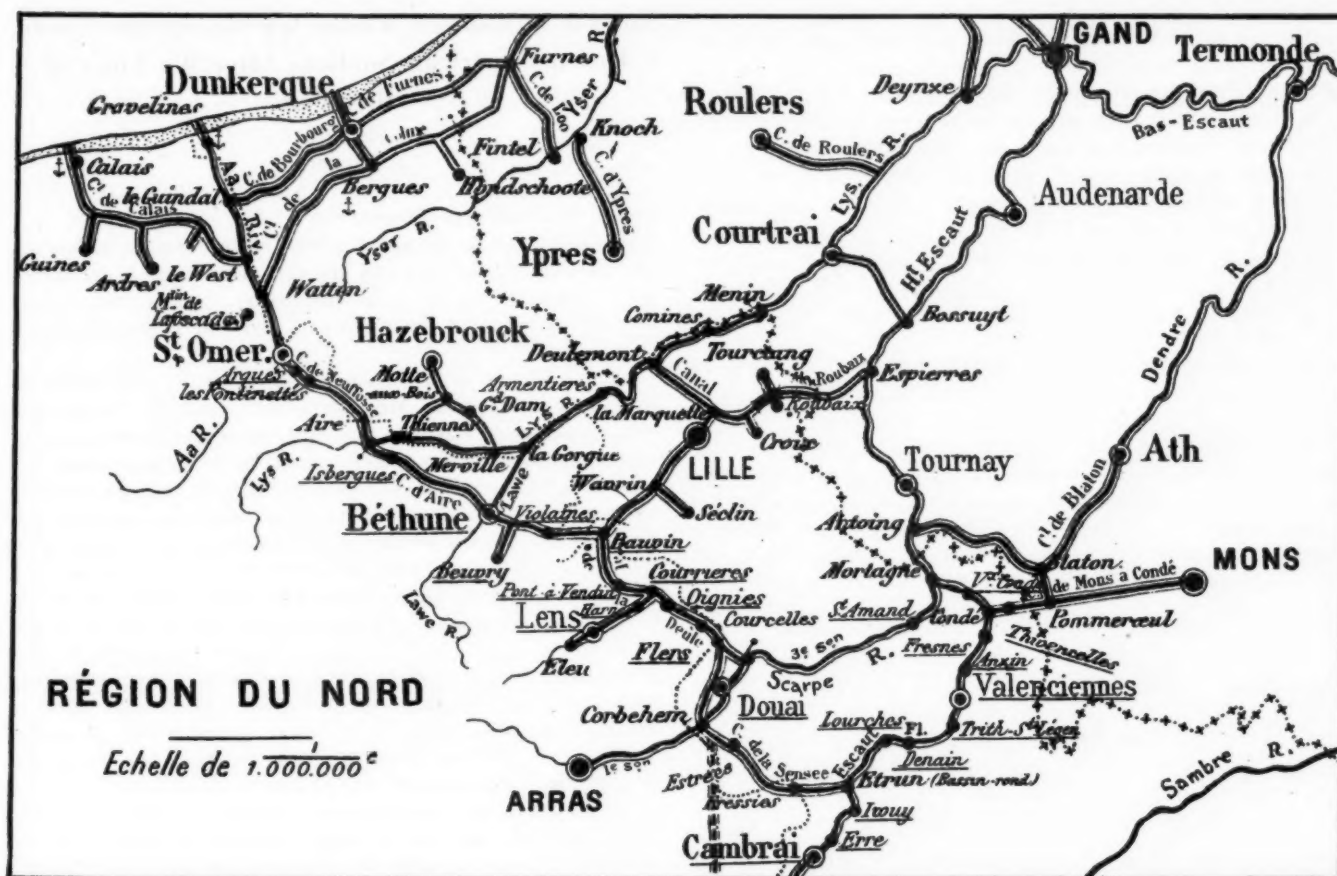
The Nord coal field (Figure 2), reaching from near the Channel in France through Valenciennes, Mons, Liege and Namur in Belgium, is the most important field today so far as heavy export products are concerned. All of our pig-iron, glass, brick, cement and pottery imports are based on this coal field. The great textile mills of Belgium and France are located also within this field, but they do not take part seriously in the present export movement. Up to 1914 the Nord coal field produced all the coal and coke of Belgium, and over 70 per cent of the coal and 90 per cent of the coke of France. It was because of this fact that the German occupation, which from September, 1914, to November, 1918,



RIVER TRAFFIC AT TOURNAI.

Nothing moves by rail in Europe if it can be put on a barge.

within 10 years be the most important source of coal and coke for Belgian industries. It is a deep-level field—say 3000 feet to the coal in most places—and was found and prospected entirely by deep drilling, extending over many years. This careful work has repaid its country many-fold. The Campine coal is of definitely higher grade than that from the Nord or Valenciennes-Namur field, and as output

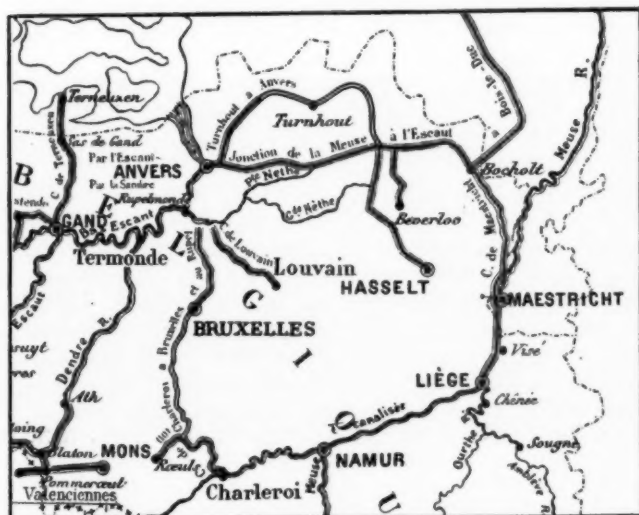


CANALS AND CANALIZED RIVERS OF NORTHWEST FRANCE AND PART OF BELGIUM

increases we may expect to see a shift in mill and factory location to better reach the new fuel supply.

Canals and Barges, Ports and Ships.

No discussion of French and Belgian export possibilities would be complete if it stopped with consideration of the raw material supplies, because one of the most important factors



CANALS AND CANALIZED RIVERS OF INDUSTRIAL BELGIUM.

This map covers the chief areas of Belgian output of heavy products exported to the United States.

in the matter is the existence of a vast network of canals and navigable rivers, which are used to a far greater extent than is common in America. The average American looks with suspicion on anything which cannot reach his mill or leave it on a railroad car, and this feeling extends even into banking

houses, where more than average intelligence might be expected. The Englishman, on the other hand, feels that most of his troubles are ended if he can get his raw material or his product on a ship, and the Continental European adds to that the idea that a canal is a valuable feeder for the ship. Considering that water transport today may range around one-tenth of a cent per ton-mile, as against ten to twenty times as much for rail hauls, it is hard to see any flaw in the European point of view.

The European is not trying to convert us to his viewpoint, but he is today giving us a very valuable, though painful, object-lesson in its advantages. His rail rates are not much, if at all, lower than ours, but nothing moves by rail if it can be put on a barge instead. Of course, that does not apply to high-priced or perishable goods, where the transport cost is not the most important factor. But it does apply to stone, lime, cement, pottery and tile products, coal, iron ore and iron and steel products.

The importance of cheap transport in the present connection is obvious enough. A European shipping to the States has to consider ocean distances ranging from 3300 miles (Calais or Boulogne to New York) up to 3500 miles (Emden to New York). These ocean distances can be handled on a present basis of, say, 15 to 16 shillings per ton, which is \$3.65 to \$3.90 for the whole run, or about one-tenth cent per ton-mile. To this he must add the interior transport from his mill to the ocean port. I have figured these on the various foreign official canal maps, and the distances over which most of our competition can come are as follows, closely enough for our purposes now:

Mons to Antwerp.....	90 miles
Tournai to Antwerp.....	85 miles
Lens to Calais.....	50 miles
Cambria to Dunkirk.....	90 miles
Pont-a-Mousson to Antwerp.....	250 miles

I have taken Pont-a-Mousson shipments by way of Antwerp as being the longest run over which iron and steel products

are likely to have to come. As a matter of fact, the Lorraine mills can ship on shorter routes than that, and the Westphalian mills, whether the shipments from Essen be via Emden or via Rotterdam, are still shorter.

So we may fairly assume that to the ocean freight a foreign shipper of cement, brick, glass, etc., will have to add not over 100 miles of canal freight, while the bulk of iron and steel products will add from 200 to 250 miles. If we also assume that in place of an actual cost of one-tenth cent per ton-mile the exporter will pay as much as one-quarter cent per ton-mile, we can fix the maximum limit of his canal freights at not over 25 cents per ton in the case of cement and not over 50 cents a ton in the case of iron.

The total freight from Franco-Belgian mill to American port is, therefore, not very far from four dollars a ton in any case, even provided the shipment is made at a time when full ocean freights have to be paid on it. And it is this total freight rate which is one factor in fixing the amount of competition that we are likely to meet and the areas within which it can become serious. The other important factor is the wage scale, which will be discussed in article Number 3.

Erecting \$400,000 Hotel at Raleigh.

General contract has recently been awarded to the C. V. York Construction Company of Raleigh, N. C., by the State Hotel Company for the erection of the Argonne Hotel at Raleigh, to cost in excess of \$400,000. Work is progressing on the structure, and it is expected to be ready for occupancy by



ARGONNE HOTEL NOW UNDER CONSTRUCTION, RALEIGH. December 1. It will be fireproof, fronting 98 feet on Hargett street, facing Nash Square Park, and 104 feet on Dawson street, the exterior to be of limestone, including base, cornice belt and trimmings. Brick work will be in variegated shades of buff laid in white mortar. The structure will be eight stories high and will contain 140 rooms with bath.

The first floor will contain a main lobby, beauty parlor, drug store, storeroom, coffee shop and dining room, with lobby entrances leading from both streets. In the mezzanine floor there will be a ladies' parlor and a ball and banquet room of approximately 3200 square feet. The building will be served by two high-speed passenger elevators and one freight elevator. Plans and specifications were prepared by the H. A. Underwood Company of Raleigh.

Not for a Moment Would We Lessen the Credit Due to American Soldiers After We Entered the War.

Caldwell & Co.,
Bankers.

Nashville, Tenn., July 30.

Editor Manufacturers Record:

While there may be some merits in the arguments of the MANUFACTURERS RECORD and its various writers in favor of debt cancellations, it is not necessary, in my opinion, to belittle the work of the American Army in France to prove your position.

In the article of Mr. Dabney's in your July 29 issue he says in quoting from Mr. Peabody's pamphlet, "While we took some small share in the fighting before September 26, 1918, we did not take 'a man's part' in it until on that day we, 'with allied assistance,' captured the St. Mihiel salient."

Presumably, Mr. Peabody's colonel does not consider the work of the Americans at Chateau Thierry as a man's part in spite of the fact that it saved Paris undoubtedly and marked the turning point in the last great German offensive.

It is hardly necessary, furthermore, to belittle the American drive at St. Mihiel by saying that it was accomplished with allied assistance. Probably my resentment is due to the fact that I had a very small part, but at least a part, in that drive. The only allied assistance consisted of airplanes which did very effective work, it is true, and a few flea-bitten Frenchmen who crawled out of their dugouts for the first time in months in order to parade into the captured territory.

Let me add that Mr. Dabney's fatuous arguments in attempting to set a value of \$50,000 each on the American soldiers who were killed certainly does not add strength to your case. It is consistent, however, with Mr. Peabody's colonel's argument that our losses were less than they would have been if the enemy had not been on the run during the greater part of our participation in the fighting, Mr. Peabody's colonel overlooking the fact, evidently, that the enemy would certainly not have been on the run at that time had it not been for this same active American participation.

Certainly you have some strong arguments on your side in championing debt cancellation. In asking consideration for our Allies, however, it is only fair that you give the same consideration to America and Americans.

R. G. FIELDS.

Who Can Follow Suit in Tax Reduction?

Pensacola, Fla., August 9—[Special.]—When the board of county commissioners adjourned today they had ordered a reduction of 5½ mills on the county rate of taxation, and it was stated this was quite the heaviest cut in millage recorded in years. It had been forecast that the millage would be slightly cut, and when the budget was made up and presented in complete form today it was seen that the cut of 5½ mills could be safely made, and such was ordered. The tax rate now is 27½ mills. The budget contained a provision of 10 mills for schools, and this was the largest single item of taxation.

Sells \$500,000 of Channel Bonds.

Fort Myers, Fla.—At a recent meeting at La Belle of directors of the Caloosahatchee improvement district, a bond issue of \$500,000 for work on the Caloosahatchee River was sold to the Canal Construction Company of Chicago at 95. Funds from the sale will be used to carry on drainage work already started and to provide for deepening, widening and straightening the river between Fort Myers and Fort Thompson, several miles above La Belle.

Another Source of Wealth for the South.

THE MANUFACTURE OF ARTIFICIAL ROCK AND OTHER CLAY PRODUCTS IN NORTHEASTERN LOUISIANA.

By J. S. GRASTY, Ph. D., Sc. D., Geological Engineer, Charlottesville, Va.

In regions where there are no indurated materials, or where, in other words, there are no hard rocks, stone must either be shipped in or substitutes be provided to meet the needs of industrial development. Since we are dealing with such a region in Louisiana, this article is devoted to a discussion of the best means of meeting the situation as it prevails.

By using clays of a physical and chemical character adapted to the purpose, it is proposed to manufacture artificial rock in the form of slag also, to convert clay into clinker and utilize these products to provide ballast for railroads, surfacing for highways, and bricks and various fireproofing products. If these products be made successfully and economically, and large scale tests have shown that they can be, it does not require great effort to reach the conclusion that a most advantageous situation should be the result.

As magnesia is the bane of the cement manufacturer in a chemical sense, so physically, in the case of clay upon the property of drying, which so frequently eliminates the economic use of a clay, depends the ability of the manufacturer to use it. The great trouble with the clays of Louisiana is the slowness with which they dry. This is an inherent property and must needs be overcome by a special treatment. The method employed to eliminate the colloidal property is by burning to vitrification. When that is done, two results are obtained: (1) The clay yields a clinker suitable for ballast, road material or concrete aggregate; (2) a small quantity of clay is admixed for bonding purposes, and is manufactured then by burning into practically the equivalent of shale brick.

The cheap and abundant fuel in the form of natural gas, which can be had on a basis equivalent to less than \$1 per ton for coal in that greatest of all gas fields—the Monroe gas field of Louisiana (Onachita, Morehouse and Union parishes)—together with the demand for building material

field having a capacity of 20,000,000 cubic feet per day—and there are many such wells—would yield if its full open flow were available, from 8000 to 10,000 gallons of gasoline, the extraction of which costs approximately one to two cents per gallon. It may be seen what this means at an average selling price of 10 cents per gallon.

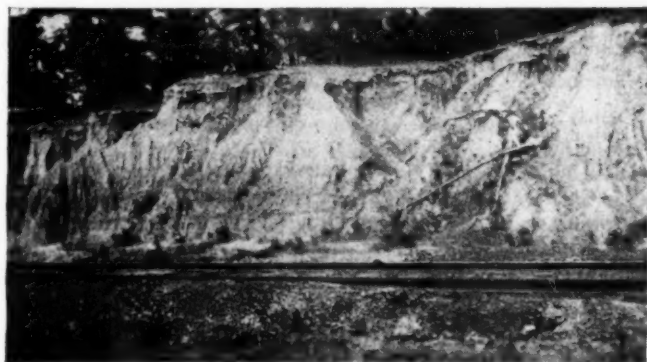
As the result of this investigation, what is regarded as the largest and best clay occurrence in that immense gas field was found on the Missouri Pacific Railroad, between Collinston and Bastrop, about two miles from the former and about 18 miles northeast of Monroe, La. Furthermore, the properties included are so related as to embrace millions of tons of clay situated high above water level, with an average range of 15 to 25 feet of working face above the rails of the track



COMMERCIAL STONE DEPOSIT IN LOUISIANA.

The one and only important commercial stone occurrence in the state of Louisiana situated, approximately, in the central part of the state in Union parish, about five miles west of Winnfield. This limestone occurrence occupies a somewhat elliptical-shaped area, and also occurs in association with a salt dome.

It has been suggested as the only possible location in the state for a Portland cement plant.



A LOUISIANA CLAY BANK.

Clay bank on the east side of the Missouri Pacific Railroad between Collinston and Bastrop, La., south of Upland Station. This is one of the highest, and probably the highest, point topographically, in the Monroe gas field. There is no danger here of flooding, as is the case at so many points which have to be eliminated on account of high water. Note the horizontal lines showing bedding.

and the opportunities of profits, suggested an investigation of the clays in that field. Also, it was evident that the finding of suitable clay would make possible the utilization of gas on a large scale, which would mean, then, the extraction of large quantities of gasoline. For instance, a gas well in that

of the Missouri Pacific. In order for the railroad to traverse this particular area, which is in that region of the Monroe field where the topography attains, perhaps, its highest point above sea level, a deep cut was necessary, and thus the railroad cut itself affords a deep and complete cross-section of this large, well-drained, important clay occurrence. This is the type of clay which is characterized by a fuller's earth base. Its constituents are certified as follows by Penniman & Browne, Baltimore:

Sample of Clay.	Per cent
Silica	78.66
Alumina	8.63
Oxide of iron.....	3.52
Titanic oxide.....	0.79
Lime	0.40
Magnesia	0.46
Manganous oxide.....	0.14
Potash	1.12
Soda	0.52
Loss on ignition.....	5.80

The occurrence of bedded, indurated materials or hard rocks of any kind in Louisiana is, with the exception of the limestone associated with a salt dome near Winnfield, so unimportant as to be negligible. Hence, in the absence of stone quarries, gravel pits supply the only material at all available, though admittedly not the most suitable material for surfacing roads or for ballast or for concrete aggregate.

As to artificial stone, a good stone quarry in this section of northeastern Louisiana would possess high value indeed, but with the exception of that at Winnfield, many miles away,

there is none to be found. However, practically the equivalent can be had. This is to be accomplished by burning clay, and burning it to incipient fusion, as, for instance, is done in rotary kilns in the cement industry. That this clay is adapted to this purpose has been demonstrated by large scale tests.

The output of clay clinker, or slag, from a plant suitably equipped to produce these products would be in large



THICK BED OF LOUISIANA CLAY

Thick bed of clay, described in this article, is on the west side of the Missouri Pacific Railroad, about 18 miles from Monroe, La., and between Collinston and Bastrop, La.

demand. This clinker, or slag, can be used both for ballast and for road material, and in the manufacture of brick and building blocks. Its value as a ballast material was sufficiently convincing to induce the maintenance of way engineers of the Missouri Pacific Railroad to recommend its use in preference to other material.

In regard to a sintering plant, the facility with which this clay clinkers has been demonstrated, as it occurs in its natural state, by burning it in the bank with horizontal openings for fire boxes and with the vertical holes serving as flues. However, the rotary type of kiln, such as used in the cement industry, is the main item of equipment to be included in a suitably constructed sintering plant. At the present time this is being done on a large commercial scale by the American Aggregate Company at its various plants in Missouri, Nebraska and elsewhere, and, too, of course, by Portland cement manufacturers wherever this industry extends, with this difference, that in the latter instance the clay, or shale—as the case may be—is mixed with limestone.

But it is the principle rather than the product with which we are now chiefly concerned, and it is obvious that the principle of producing clay slag, or sinter, or cement clinker, by application of heat is precisely the same.

While this clay produces excellent brick, the slowness of drying, as is previously pointed out, is characteristic of clays of this section, and, hence, in the absence of large and special equipment to take care of the drying problem, production is accordingly retarded. But the colloidal property of the clays of this section, which is the cause of this slowness in drying,

is eliminated by burning. Hence, a plant producing 200 tons of sintered clay would produce not only a sufficient quantity (112.5 tons) of this product to be admixed with raw clay (37.5 tons) to run a 60,000-capacity brick plant, but also would produce an excess quantity for railroad ballast, highways and concrete aggregate. Brick made by the admixture of three parts clinker and one part raw clay is, when burned, practically indistinguishable from a shale brick.

Since the earning potentialities of such a proposition as this are of interest, it may be stated that the approximate net returns on a plant producing brick, ballast and aggregate, etc., could be as good as, or better than, the following:

Sell 60 M. brick at \$15.....	\$900
Sell 87.5 tons aggregate, road material, etc., at \$2.....	175
	<u>\$1,075</u>

After deducting \$618.25 for slag and brick operations, the net per diem would be, accordingly, \$456.75, or a total for 300 working days per annum of \$137,025.

It should be noted that the cost of fuel, even at the extremely low price of four cents per 1000 cubic feet, which is equivalent to coal at 80 cents per ton, amounts, for both plants, to a total of \$88 per day. This cost, though, can be reduced to a very marked extent—that is, approximately 25 per cent at least—by using the waste heat from the rotary kiln. If this saving be added to the estimated net of \$137,025, then the total net will thus exceed \$143,625 per annum. But the maximum saving would result from extraction of gasoline, thus reducing the cost of gas to around one per cent per 1000.

To take cement-slag brick, the cost of production as given below in detail is based upon actual costs at an operating plant which manufactures brick from slag and cement at Buena Vista, Va. This plant has supplied brick for the construction of both the big gymnasium at the University of Virginia and that now in process of construction at the Virginia Military Institute, Lexington, Va., and for many other structures:

PRODUCTION COST OF SINTERED CLAY.

Cement Brick.	
Sintered clay at 60c. per ton.....	\$24.78
Cement at \$2.68 per barrel.....	86.83
Fuel at .04c. per 1000.....	1.20
Handling Materials.	
Labor	18.25
Power	1.50
Supplies	2.00
Hauling	1.50
Repairs	4.00
Plant and Manufacturing Cost.	
Labor	19.02
Repairs	4.00
Supplies	2.00
Plant to Storage or Cars.	
Labor	6.25
Supervision	6.00
	<u>\$177.33</u>

Thus, 23,600 brick are produced at \$177.33, or \$7.51 per thousand.

As to clay tonnage, at the high point of the Monroe gas field traversed by the Missouri Pacific, north of Collinston, La., the average quantity of clay occurring on each acre above the level of the Missouri Pacific track is approximately 50,000 tons, and a 60,000-capacity brick plant would use up about one acre per annum. It can be seen, therefore, that nature has lavishly provided here an abundant supply of raw material. But, it is not contended that this is the only clay occurrence in this section, but rather, for the purpose indicated, it is outstanding in its importance. In addition to the manufacture of brick, it is proposed that building blocks, such as are produced by the Straub process, shall be manufactured from the clinker to be produced from this large occurrence of clay. The argument in favor of that process is that the margin of profit on these Straub blocks approximates that on brick; while, on the other hand, the cost of the plant is less.

Also, there is a market. Broadly speaking, most of the

building materials employed in Louisiana, particularly in this section, except lumber, are shipped in from other states; therefore, those in a position to produce various clay products within the state have a very obvious advantage, and such substantial developments as these naturally are regarded with favor by the citizens of that state, who now have become irritated at the thought that such an enormous quantity of gas is being used daily in the Monroe field by the carbon black industry.

As to the cities, towns and communities in this section of the state and their present and future growth, one of the best evidences to be presented is the super-electric power plant and transmission lines of the so-called Couch interests. Their construction and extension has been accomplished at the expenditure of millions of dollars, a wager to that extent on prospective industrial growth.

With regard to sintered clay, or "slag clay," E. C. McGee, chief engineer of the Arkansas, Louisiana and Missouri Railway, wrote to me as follows:

"Slag clay or 'burnt gumbo,' is, in my opinion, the very best of available material for use as a railroad ballast, its only known superior being 'Sherman hill' gravel, used by the Union Pacific Company.

"As soon as, or at any time, slag clay is available, I expect to use all my influence with my board of directors on the

creasing demand for, the clay products herein referred to.

To summarize: In addition to the products I have enumerated, a dustless road material can be produced, and the substance with which this is to be accomplished is to be had in the area under discussion in abundant quantity. The facts as to the general proposition of utilizing the clays and the cheap and abundant gas of the great Monroe gas field summarize as follows:

1. Abundant clay occurring in the largest gas field in the world. This, the Monroe gas field, occupies an area of approximately 400 square miles, and the estimated quality of gas is over 60 cubic miles. It will be seen that when this quantity of gas is reduced to cubic feet it runs into trillions of cubic feet. This quantity will, with proper conservation, last for many, many years to come.

2. There are no hard rocks in this territory, and with abundant clay and cheap and abundant fuel the process of manufacture can continue for years to come.

3. In view of the low cost of operation, the products of a ballast and brick plant can be sold at reasonable prices, yielding very large profits on the investment.

The foregoing commends itself as a sound proposition from every angle, evidencing, as it does, a steady, growing demand for the products proposed; and, furthermore, these can be so produced as to yield a large and attractive margin of profit. At the same time such a development of its hitherto largely neglected resources means, obviously, the enrichment of the state of Louisiana.



CLAY, BURNED BRICKLET AND "SLAG."

The clay from which the red-burned bricklet in the center was made, though cut to a different length—for there is practically no shrinkage and, also, a wide burning range—is shown in the picture above in its natural state, though in molded form, on the left with "slag," produced from the same bed of clay, on the right.

Arkansas and Louisiana-Missouri Railroad to ballast the entire main-line track with this material. We will, of necessity, use several thousands of cubic yards of ballast this fall."

Finally, there is a demand. The building of houses and industrial plants in this section is at present on a widespread scale. All of the railroads are urgently in need of ballast, and their needs at present, except when gravel is employed, must be supplied from outside of the state. And here, as elsewhere in the South, there is being inaugurated an extensive road-building program. It goes without saying that this calls for road metal. Nothing superior to, or as good as, slag made by burning clay can be had. Letters to me from W. L. Spoon, United States Highway Engineer, fully sustain this statement, and the maintenance of way engineers of the Missouri Pacific Railroad have approved of the sintered clay (slag) for ballast, and have committed themselves to its use. In short, conditions may be summarized thus:

Growing towns and cities with (for this section of the country) an unprecedented paving program, active construction of all kinds, building of highways, ballasting of railroads, extension of lines for distribution of electric power are all fundamentally dependent upon, and are creating in-

New Dairy Plant in Birmingham.

As the first unit in a plant estimated to cost ultimately close to \$1,000,000, Southern Dairies, with headquarters at Washington, D. C., has started work on a structure in Birmingham, Ala., to be used as a dairy section of the great plant contemplated. Most of the structure to follow this first building will be used in making and distributing ice cream.

The unit just started in Birmingham is in the Smith Park section, where several other great industries also are erecting plants, and will cost about \$75,000. This unit will be used largely to handle the business of the former Glen Iris Creamery, which Southern Dairies took over. "We plan to take care of all the milk and cream requirements of Birmingham," said a statement by Southern Dairies to the MANUFACTURERS RECORD, "and the milk and cream to be handled at this plant all will come from Alabama." Buttermilk and Dixie Queen butter, made from Alabama cream, also will be distributed from this plant.

The new dairy unit will be two stories high, which is said to be the most convenient and practicable size for dairy structures, and will be equipped with most modern appliances for all branches of the dairy business. Refrigerating apparatus will be supplied by the York Refrigerating Company, York, Pa.; sanitary fittings and machinery will be furnished by the Creamery Package Company, and the pasteurizing apparatus will be installed by Pfaunder & Co., Rochester, N. Y.

Edward S. Perot, Jr., is president and general manager of Southern Dairies and Herbert J. Adair is vice-president and assistant general manager.

\$230,000 for Biloxi Improvements.

Biloxi, Miss.—A \$230,000 bond issue has been voted by the electorate of this city for municipal improvements, including water-works, fire department and municipal docks. It is estimated that the water-works improvements will cost \$196,000, provision being made for a water station, pumps and extension of mains, while the fire-department improvements, to cost \$24,000, will include a new pumper, new fire-station replacement and equipment. The proposed dock will be built on Back Bay.

\$201,000,000 Public Improvement Bonds Sold.

HIGH RECORD SET FOR SOUTHERN SECURITIES MARKETING IN SIX-MONTH PERIOD.

The par value of 542 issues of public-improvement bonds sold during the first six months of this year in the 16 Southern states, as reported weekly in the financial news columns of the MANUFACTURERS RECORD, amounted to \$201,372,000. In the corresponding period of the preceding year the value of 768 issues marketed was \$197,921,000. In the first half of 1924 the value of 627 issues of public-improvement bonds sold was \$183,344,500.

Bond issues for miscellaneous enterprises, including issues for work not specifically covered in the other classifications, hold first place, the par value of 157 issues sold amounting

to \$102,558,000. Next in importance considering the amount of money involved were bonds sold for the building of roads, paving, bridges and viaducts, with 180 issues having a par value of \$54,632,000 in the six-month period. School-bond issues sold numbered 133, with a total value of \$27,762,000. For sewer, drainage, water-works and irrigation projects 72 issues were sold, the value aggregating \$16,420,000.

Bond sales in Florida, amounting to \$58,082,000, representing 125 issues, give that state first place. Maryland is second, with sales totaling \$23,345,000 for 16 issues. North Carolina issues sold numbered 65, with a par value of \$17,543,000.

PUBLIC IMPROVEMENT BOND SALES SOUTH

First Six Months 1926.										
	Roads		Schools		Sewers		Miscel.		Total values	
Alabama	7	\$768,000	4	\$295,000	3	\$287,500	18	\$7,490,000	32	\$8,840,500
Arkansas	5	247,000	7	629,000	2	198,000	2	36,000	16	1,110,000
Florida	43	16,297,700	33	9,141,000	11	2,352,000	38	30,291,500	125	58,082,200
Georgia	12	2,199,000	7	3,242,000	3	188,000	7	612,000	29	6,241,000
Kentucky	11	2,551,000	8	4,849,000	.....	.....	2	297,500	21	7,697,500
Louisiana	8	3,918,700	7	777,500	5	542,500	8	1,531,500	28	6,770,200
Maryland	8	226,000	1	500,000	3	1,880,000	4	20,819,000	16	23,345,000
Mississippi	8	1,521,000	10	360,000	6	470,000	7	2,812,500	31	5,163,500
Missouri	1	7,500,000	14	2,639,000	2	127,000	5	856,500	22	11,122,500
North Carolina	24	5,155,000	10	1,785,000	11	935,000	20	9,668,000	65	17,543,000
Oklahoma	5	1,545,000	4	572,000	2	65,000	3	135,000	14	2,317,000
South Carolina	8	1,794,500	2	135,000	6	390,000	5	5,675,000	21	7,994,500
Tennessee	22	2,398,000	4	155,000	5	4,375,000	11	6,137,500	42	13,065,500
Texas	11	1,271,500	17	1,996,500	11	2,225,000	15	7,322,000	54	12,815,000
Virginia	5	4,640,000	1	100,000	2	2,465,000	10	8,313,000	18	15,518,000
West Virginia	2	2,600,000	4	586,000	.....	.....	2	561,000	8	3,747,000
Total	180	\$54,632,400	133	\$27,762,000	72	\$16,420,000	157	\$102,558,000	542	\$201,372,400

SUMMARY OF BOND SALES FOR FIRST SIX MONTHS 1926.

June	27	\$9,032,000	30	\$4,526,000	9	\$5,481,000	39	\$18,199,000	105	\$37,238,000
May	41	5,066,000	28	4,963,500	14	1,421,000	28	32,768,000	111	44,218,500
April	34	19,952,500	28	5,841,000	10	2,805,000	30	15,445,000	102	44,043,500
March	33	8,281,400	16	3,417,500	15	928,000	25	12,656,000	89	25,282,500
February	22	6,571,500	17	5,343,000	14	3,140,000	16	8,425,500	69	23,480,000
January	23	5,729,000	14	3,671,000	10	2,645,000	19	13,064,500	66	27,109,500

\$600,000 Co-Operative Apartment Building at Asheville.

Construction is progressing on a \$600,000 co-operative apartment building at Asheville, N. C., for the W. J. V. Corporation of St. Petersburg, Fla. Milburn, Heister & Co. of Washington, D. C., are the architects and the Bucholz Construction Company of Asheville general contractor. The



APARTMENT BUILDING UNDER CONSTRUCTION AT ASHEVILLE FOR W. J. V. CORPORATION.

building will be of fireproof construction, 7 stories, and will contain 84 housekeeping apartments and roof garden. It will consist of a steel frame, with exterior of red Colonial hand-finished brick trimmed in Indiana limestone and terra cotta.

Plans for Baltimore's \$2,000,000 Building.

Plans and specifications for the new \$2,000,000 municipal building to be erected by the city of Baltimore, Howard W. Jackson, Mayor, have been submitted to the Board of Estimates, and are now being studied by Bernard L. Crozier, chief engineer of the city. The structure will occupy an area bounded by Holliday street, Guilford avenue, Lexington street and a new street to be opened more than one-half block north of Lexington street. It will be 13 stories, including a pent house at the top for the installation of machinery to operate four passenger elevators. Entrances will be provided on Lexington and Holliday streets, while the basement will be equipped for the storage of 112 automobiles used by municipal departments.

The building will be 208 by 149 feet, of steel-frame construction, with limestone exterior. William H. Emory, Jr., is the architect and Joseph Evans Sperry consulting architect, both of Baltimore.

\$250,000 Art Building in Program.

St. Louis, Mo.—The completion of W. K. Bixby Hall of the St. Louis School of Fine Arts at Washington University here, which has been erected at a cost of approximately \$250,000, from funds donated by W. K. Bixby of this city, marks the first step in a \$2,000,000 development program of the university. This structure, located at Forsythe boulevard and Skinker road, is of the English Renaissance type of architecture, plans and specifications having been prepared by Jamieson & Spearl of St. Louis, who are the architects for other buildings to follow.

A World Language Without the Sacrifice of National Tongues.

By ARTHUR ELLIOT SPROUL, Miami Beach, Fla.

[The suggestion by Mr. Sproul of an international second language in which all international business would be transacted is worthy of serious consideration. Some universal language which would be known in every civilized country becomes almost an absolute necessity in view of the fact that the world is being drawn close together by modern inventions of the wireless, the telephone and the radio. In the use of the radio alone a language used throughout all civilized countries would be of incalculable value, and all the radio interests of the world might well work for the establishment of such an international language.]

Some of the points made in Mr. Sproul's article show the disadvantages which now exist in the making of treaties and in all diplomatic work by reason of the misunderstandings which arise as to the real meaning of the written contract interpreted by different people in different languages with often entirely different meanings. The spread of the English language throughout the world suggests that pre-eminently that is the language which should be universally adopted as the language of international transactions and of world acceptance for all international business.

Mr. Sproul's article was written quite a while ago and has been waiting its turn in our office for a good many weeks, but on July 31 the American papers published an Associated Press dispatch from Amsterdam which served to show how seriously the very thing which Mr. Sproul suggests is already being considered. This dispatch said:

"The coming of a universal language for scientific and commercial purposes as a result of international radio broadcasting was predicted today by David Sarnoff, vice-president of the Radio Corporation of America, in an address before the International Federation of University Women."

Mr. Sproul's article will probably hasten a world-wide discussion of this subject.—Editor Manufacturers Record.]

A world language is now a world need. By that I mean the immediate selection by the Governments of the world, acting in harmony, of some one existing language, to be made a part of the regular tuition in the schools of all countries—side by side, of course, with the existing language of each country. There is nothing of merely "academic" interest in this—nothing to be put aside with the attitude that "it may be all very well one of these days." Quite the contrary is the case. The need is here and now—real, positive, pressing.

The Germans, for example, thoroughly understand this, and the statement is freely made that they are losing not a moment in pushing their own language propaganda all over the world. There is no blame to be attached to them for doing this, of course. Neither is there anything new about it. Germany has always been alert to extend not only her commerce but her language as well.

While the World War was at its height it was my fortune to spend rather more than a year abroad, on a commercial errand, seeing something of Norway, Sweden and Finland, but passing my time chiefly in Russia (Moscow and Petrograd). What I found in those countries was a revelation to me in more ways than one.

Take Russia, for example: It at once became clear to me that the commercial language of Russia was German. That is to say that practically every Russian banker, business man or public official who knew any other language but his own—and they all did—knew German. He might know French, he might know English; but these were possibilities, whereas German was a certainty. To put the case differently, the most useful language, other than Russian, that a man could know when I was in Russia (in 1917-18), or that he can know when Russia shall be fully stabilized again, is German. Similar German effort is going on today in Scandinavia, in Spain, in South America, in Mexico, in the Near East and in the Far East.

Right at this point, however, it may be of interest to understand the extent to which a knowledge of the English language is being broadened throughout various parts of the world—not as the result of any systematic effort, but simply on account of a natural desire of various educational authorities to satisfy local business and social requirements.

English is taught quite extensively in Switzerland and in Holland. In France and in Belgium English is generally

taught in private schools, while the subject is optional in secondary grade public schools. As far as I know, English is not taught to any extent in Spain or in Italy. English and French are the major language requirements in German secondary and higher schools. These language courses are admirably conducted, and the courses, both in reading and speaking, are notably thorough. For many years there has existed an English-speaking league in Sofia, Bulgaria. Classes are held weekly. The students are young military officers, clerks and professional men and women. In Egypt English is taught very extensively. The same is also true of Greece, at the American Archaeological Institute in Athens; at Robert College in Constantinople, Turkey, and at the American University in Beirut, Syria. English is also taught in Palestine and Aden, Arabia. English is taught in all secondary and higher schools in Norway, Sweden, Denmark, Finland, Latvia, Lithuania and Esthonia—in fact, English now is considered the major language in most schools in those countries. It is taught in public as well as in private schools, and the method of teaching is very thorough and efficient. The number of people reading and speaking English in these countries is already considerable and is growing steadily.

Passing now to Latin-American countries, it is noteworthy that English is taught in nearly all public schools in Brazil, although the study is purely elective. The fact that a very large percentage of the educated classes have a good knowledge of it testifies to its popularity among students. There are two English-language schools in Brazil, carried on primarily for the education of children of American families resident there. These schools are located in Rio de Janeiro and Sao Paulo and are under the supervision of the American Chamber of Commerce in those two cities. English schools in Rio de Janeiro include: Collegio Bennett, British-American School, Collegio Baptista and a new British school that was opened on May 2, 1925, at Copacabana, Rio de Janeiro.

English is taught in all three of the countries in the River Plate region—Argentina, Uruguay and Paraguay. It is an optional subject, however, except in the professional courses in national universities like the University of Montevideo, in the courses in engineering, architecture, etc. Argentina has a considerable English-speaking population, and English is taught in the schools attended by the children of the English-speaking families. The larger public schools of Chile all offer courses in English, as well as in French and German. In some schools one or two of these subjects are obligatory, but

the student is free to make choice. The universities all have courses in English. As there are English and American colonies in the larger cities, there are a number of private schools where English is spoken exclusively. Also, there are some public schools and universities in Peru, Bolivia and Ecuador where English may be studied and where the English colony is sufficiently large to warrant it. There are also small English private schools.

In Mexico, Central America, Colombia, Venezuela and the West Indies English is taught in all elementary schools, although, as a rule, it is not compulsory, except in certain cases. In the higher schools and in the universities English is quite generally required as a major study.

There are, of course, certain countries among our neighbors to the south where English is native. These are the British colonies, including British Honduras, British Guiana, Jamaica, Trinidad and the British West Indies generally. English is the official language in the Virgin Islands also; and, because Porto Rico is a non-contiguous territory of the United States, English is taught in all the schools, although Spanish is the language of the people. In some of the islands, such as French West Indies, English is, of course, not taught in any of the schools, although some English always filters in through the immigration of British West Indians. In the Canal Zone practically all the teaching is in English.

English is a regular course in all intermediate and higher schools in Japan. It is the commercial language of the country, and all students of grammar-school grade or higher attain a fair knowledge of the written and spoken English. A full four-year course is compulsory in most of the colleges and universities. In China, owing to the undeveloped state of education, the teaching of English is confined to the mission colleges and other institutions of higher learning. English is taught in the secondary or high schools of the Dutch East Indies, and the "language value" is emphasized to a greater degree than in most American schools.

Public education in the Philippines is free, secular and co-educational, and the principal aim is the spread of literacy on the basis of a common language—at present, the English. Besides the old Spanish schools and colleges that still exist, a number of private schools, patterned after the public schools, have sprung up in the Philippines in recent years. Practically all, including most of the old Spanish schools and colleges, offer instruction in English.

By an ordinance passed in 1909 an education board was established in British Malaya, consisting of official and unofficial members under the chairmanship of the director of education. Vernacular instruction is provided for Malays free of charge, and attendance is compulsory. Instruction in English for all nationalities is provided in Government and numerous aided schools, and fees are charged. Government schools are non-sectarian. Except in the case of the English and American Presbyterian mission schools in Siam (Bangkok Christian College, Wattana Wittiya Academy and Wang Lang School for Girls); instruction is generally in Siamese or other foreign languages, although foreign teachers sometimes lecture in English. The Chamber of Commerce of Saigon, Indo-China, has in connection with its general office building a large structure devoted to classrooms for free courses in business instruction, including stenography, open to any person, European or native, and students thus trained are supplied to local business houses in need of clerical service.

For an effective generalization I can hardly bring forward a more final authority than Prof. Brander Matthews of Columbia University, who writes to me thus: "I can say that in 50 years of travel in Europe I have noticed that knowledge of English is steadily increasing"; and it may be added, as indicating the astonishing variety of tongues written and spoken on this planet of ours, that the records of Bible House, Queen Victoria street, London, show that the

Bible, or parts of the Bible, are printed in 572 languages today. The statement is further made by the same authority that the Gospel has been published in a fresh language every six weeks for the last 10 years.

It seems reasonably clear, therefore, that one of the most necessary factors at this moment in world peace and in true democracy is the adoption—and the consequent systematic promotion—of a universal "second" language. Consider vast Russia, alone, for a moment. It surely is not a matter of indifference to the rest of mankind that they should not be able to talk with 190,000,000 new neighbors, occupying an area fully three times that of the United States. Of course, these Russians will ultimately know how to read and write their own language as they emerge from present illiteracy. But some other language should be—yes, will be—taught in their schools. What shall that other language be? And the same query is equally pertinent with respect to every other nation on the globe with which Americans are henceforth to maintain business or social relations.

It is not at all my idea to interfere with any existing national language or national literature. Every lover of the great books of the world would wish to maintain and to foster the language of Shakespeare and Milton, of Moliere and Victor Hugo, of Tolstoi and Tourgenieff, of Dante, of Cervantes and of all their compeers. All national languages and national literature should go on precisely as they now are—satisfying fully all local national needs and all national aspirations for literary development.

But this world of ours is no longer the vast area that it was in former days. Anciently the barriers formed by great oceans, by broad rivers, by lofty mountain ranges and by vast deserts were, indeed, impassable. Nations built up their own manners and customs—their own languages—and remained within their own limits for the most part. This was wholly natural.

Conditions today, however, are entirely different. Fast steamships, rapid railroad trains and quadruplexed ocean cables had done much, very much, to bring nations together, in a physical sense, prior to 1914; and now it is plain that, as a result of the World War, aerial navigation and the radio are daily shrinking this earth on which we live to dimensions so essentially small that no nation can longer be regarded as remote. On the contrary, every one of them is our neighbor, and we are its neighbor.

Think how the lack of a common language embarrassed the men who sat around the world's council table in Paris after the war—men of exceptional education, be it noted. Imagine men engaged in the most momentous international conference in the history of mankind being so hampered by trying to get on "with the aid of one interpreter," and with English, French and Italian flying in alternate gusts across the table. One might smile, were it not so vitally serious. What a lightening of burdens—what a contribution to ease and accuracy and progress—would have resulted if these men had been able to have recourse to a language common to all of them!

Coming down to a very recent date, one has only to note conditions prevailing in respect to the French reply to Germany's note on the security question—one of the most vitally important of all the post-war negotiations between the two countries—when "Dr. Stresemann expressed himself as satisfied with the French original, but when the German translation was submitted to him by his assistants he decided that some of the points needed further elucidation verbally from the French Ambassador." How greatly the situation would have been clarified had there been in use one standardized language, intimately known to both the German and the French representatives and their associates!

Now, the question is: What will America—what will civilization—do about this?

I advocate the immediate appointment by our own Govern-

ment of a small commission, with which the co-operation of all other Governments shall be requested. These international delegates should then assemble as soon as possible at some designated city and there decide upon the language to be chosen for international use and to be taught in all schools of all countries, side by side with the national language, whatever that may be.

It seems to me that the inevitable choice must lie between English and French. Of course, I am well aware that what I may term the "manufactured" languages—of which Esperanto is perhaps the best example—have their earnest champions. While, personally, I do not favor them, they certainly would be entitled to full and fair consideration by the deciding board. Practical considerations, having regard to the greatest good to the greatest number of the earth's inhabitants, carefully and calmly weighed by competent and high-minded men, should determine; and, once decided, the world will have taken a mighty step forward on the road toward universal democracy.

What is the time that is likely to be involved in accomplishing results after putting this plan into execution? Five years will do much; ten years will show vast progress—another five or ten years thereafter will bring, substantially, full fruition. It will cost little or nothing. It will involve no elaborate special mechanism, but will harmonize quickly and easily with all existing national systems of public-school instruction. In a word, it will simply be abandoning present haphazard methods and substituting for them a systematic and unanimous plan of international action.

Broad River Power Company Starts New Unit at Parr Shoals Steam Plant.

The second unit of the Parr Shoals steam station of the Broad River Power Company, described in the MANUFACTURERS RECORD of March 4, on August 4 started commercial distribution of electricity throughout its territory, extending from Columbia, S. C., and adjacent points through to Spartanburg and thence to Hendersonville in North Carolina. The new unit adds 30,000 kilowatts to the plant's original rated capacity of 12,500 kilowatts. In actual operation the original unit has attained a capacity of approximately 16,000 kilowatts. It is planned that ultimately the Parr Shoals steam station of the Broad River Power Company shall have a capacity of 65,000 kilowatts and continue as the largest of six plants in the General Gas and Electric system in South Carolina, the combined installed capacity of which now approximates 70,000 kilowatts.

The Broad River Power Company's steam station at Parr Shoals was the first central power station in the South to use pulverized coal for fuel, and the second unit, like the first, will burn powdered coal, from a ton of which three times as much power is derived as from a ton of unpulverized coal.

Waycross Organizations to Push Improvements.

Waycross, Ga.—At the sixth joint meeting of the Lions Club, Kiwanis Club, Chamber of Commerce and the American Business Club committees were appointed to secure a new industry and to push several improvement projects. E. K. Bennett was appointed chairman of a committee to direct an effort for securing a tobacco redrying plant, while L. E. Pedrick was made chairman of a committee to steer a movement for paving the main railway crossing and to construct permanent canal bridges. A committee was also appointed with Q. L. Garrett, chairman, to promote a bond issue for the extension of the city sewer system.

Plans \$4,000,000 Hotel for Houston.

Details are being arranged by R. S. Sterling of Houston, Texas, for the erection of a \$4,000,000 hotel, which will be the equal of 40 stories, it is announced. The proposed building will occupy a site with a 250-foot frontage and a depth of 150 feet. It will be of the Georgian type of architecture, with steel frame, granite, limestone and face brick exterior, ornamental plaster, tile, marble and hardwood interior, and cornices trimmed in Bedford stone. Open-air accommodations will be provided by more than 1200 lineal feet of outside galleries.

The building will contain 910 guest rooms, 30 sample rooms, two roof gardens, 50 by 130 feet, and a convention hall to seat 2000. An arcade in front of the convention hall will provide an open-air promenade 140 in length, while there will be numerous balconies and terraces at various floor levels.



NEW HOTEL TO BE ERECTED IN HOUSTON

It is stated that an observatory in the tower will accommodate 20 persons at a time and that a powerful searchlight will surmount the dome of the cupola. A pipe organ will also be installed. Hedrick & Gottlieb of Houston are the architects and H. W. Skinner of Fort Worth is the mechanical engineer.

The new hotel will be operated by T. B. Baker, who is at present operating hotels in Dallas, San Antonio, Fort Worth and Austin.

Contracts have been awarded by the city of Tulsa, Okla., for 12 street-paving projects to cost more than \$160,000; work to be under the general supervision of Charles Schultz.

Manatee County, Florida, Flourishes.

By E. E. GARRISON, Bradenton, Fla.

In Manatee county, Florida, is maintained one of the most successful co-operative marketing associations in its line in the country—the Manatee County Growers Association, composed of a majority of the vegetable growers in the fertile Manatee region—and this association is, perhaps, in a better position than any other agency to give real facts about farm profits in south Florida than any other.

In considering farm profits in Florida there are always special conditions to keep in mind. The first is that the Florida farmer grows the bulk of his crops in those months when Northern farmers cannot plow, sow or reap. The Florida farmer is closest of all winter vegetable producing centers to the Northern markets. The south Florida farmer can grow as many as three crops a year. Thus his land can be made to produce not one cash crop but two, at least, in 12 months. In other words, the Florida farmer in those sections where winter vegetable raising is the vogue has an anchor to leeward in case of failure of one crop or poor marketing conditions.

The farmer, of course, gets nothing for the work, knowledge, materials and investment he puts into his crops until those crops are sold. The greatest bumper crop of wheat which won't sell doesn't help farmers, as has been well demonstrated. In arriving at any basis of crop returns for Manatee county farmers, then, obviously the figures must be averaged over a period of at least five years—no farmer, as a rule, establishes himself as a fixture in a community in less time than this. But this we mean, the farmer who passes through the lean as well as the fat years in a half-decade probably becomes well established in the financial and business circles of his community. And to the modern farmer good business and financial connections are essential.

Here, then, are facts about crop returns to Manatee county

farmers, compiled by H. T. Bennett, manager of the Manatee County Growers Association. The figures are based on a five-year average. A little arithmetic will show that south Florida farmers, by specializing in certain crops, make a good income per acre, but in making public these figures Mr. Bennett emphasizes that the man who farms too small a farm is severely handicapped in his efforts to make a living. Study this table:

Crops—	Cost per acre f. o. b. cars	Ave. yield per acre	Ave. f. o. b. price
Celery	\$550	550 crates	\$1.85 crate
Lettuce	230	400 crates	1.15 crate
Tomatoes	260	225 crates	2.10 crate
Peppers	300	300 crates	2.35 crate
Beans	195	175 hampers	1.50 hamper
Cabbage	170	300 hampers	1.10 hamper
Eggplant	350	425 crates	1.50 crate

In explanation of these figures, the cost per acre f. o. b. cars includes labor, fertilizer and cultivation at the farm, delivery to the association's packing houses, grading, packing and loading into cars. The selling charge of approximately 5 per cent must still be deducted from the net, which will be arrived at by deducting cost per acre from the gross returns. Thus, celery, for example, on a five-year average returned to



MANATEE COUNTY TOMATO FIELD.

The tomato crop brought \$2,000,000 to Manatee County in 1926.

Manatee county farmers who are members of the co-operative association something like \$444 net per acre.

Here is the secret of success in south Florida farming. Suppose a grower raises celery for the fall and winter market. He clears the same land, fertilizes and sets out tomatoes or late peppers or some such crop. In balancing his books at the end of the year his farm will show a net of the combined profits of two crops. Take tomatoes as the second crop, say. The five-year net on tomatoes is approximately



DIXIE GRANDE HOTEL, BRADENTON, FLA.
Community owned and built with local capital.



PACKING THE 1926 TOMATO CROP IN THE VEGETABLE PACKING PLANT OF THE MANATEE COUNTY GROWERS' ASSOCIATION.

The Association maintains several packing and shipping plants and after 8 years of successful co-operative marketing has assets of over \$100,000.

\$200 net. Add this to the net for celery and acreage returns approximately \$600 to \$650 an acre for two crops. However, the farmer must pay his living expenses, of course, and his finance charges, and so on. And it is pointed out that the farmer who depends upon small acreage to make his living is as badly handicapped here as elsewhere. According to Mr. Bennett, 10 acres of land is the safe minimum sized farm, because this acreage will give the farmer sufficient volume in lean years, or poor marketing seasons, to worry along.

Considering agriculture as a source of community wealth, it is pointed out that, while Manatee county has more than 460,000 acres of land, most of it available for the plow, only about 12,000 acres in the entire county are actually under the plow or in citrus groves. There are approximately 6000

acres in citrus fruits and about the same acreage is devoted to truck and vegetable farms. Crops from the 12,000 acres under cultivation bring in a yearly total of approximately \$6,000,000 to Manatee county. This year's tomato crop alone, the product of some 3700 acres, brought the farmers approximately \$2,000,000 for some 1200 carloads of tomatoes shipped to Northern markets. But this was a "fat" year for the tomato crop; next year may not be so good.

The wealth that comes from the soil is reflected in Manatee county's cities. Bradenton, for example, the county seat, now a city of 15,000 permanent inhabitants, has been enabled to undertake and complete many community and municipal projects because of the permanency of the county's basic industry. Here is a city of 15,000 with a building



VIEW OF BRADENTON, FLA, LOOKING TOWARD MANATEE RIVER.

record for 1925 of more than \$4,500,000 and a total well over \$1,000,000 for the first part of the present year. July has proved a record-breaking month, with building permits nearing \$275,000. The city has under way miles of new paved streets and an enlarged water-works system, and it has just completed and opened a new municipal artificial gas plant, has laid more than 60 miles of storm and sanitary sewers in the past six months, has laid over eight miles of gas mains, and has under construction a new recreation pier, yacht basin, city auditorium and passenger landing, a new freight pier and a wide shorefront boulevard along the Manatee River, all of which involves the expenditure of more than \$2,000,000. Bradenton also has two new eight-story hotels,



MANATEE RIVER HOTEL, BRADENTON, FLA.

one community owned and built. A report on retail business in the city for the first half of 1926 showed increases over the corresponding period of last year from 97 per cent in lumber to 17 per cent in furniture, with department stores reporting approximately 50 per cent more business than last year.

Palmetto and Manatee, the other chief cities in Manatee county, also share the permanency of the county's chief industry. In Manatee the bulk of the crates used in packing the county's citrus and vegetable crops are made. Palmetto is the shipping center for the county. Each of these communities boasts approximately 5000 inhabitants. Through packing and shipping plants the farmer gives work to the city man, and crop wealth becomes in turn community wealth—everybody's money.

\$500,000 Hotel Venice Opened.

Venice, Fla.—Erected at a cost of approximately \$500,000 by the Brotherhood of Locomotive Engineers, which organization is carrying out an extensive program for the development of a complete city here, Hotel Venice has recently opened under the management of Charles P. Kane. Hotel Venice was designed to meet the requirements of such a city as has been planned here, special attention having been paid to equipment for the comfort and convenience of guests. It contains 100 rooms, each with built-in bath furnished by the Sani-White Enamel Company of Chicago.

The main entrance is through an arcade overlooking a patio, and at the end of the room are arches leading to the corridors. The lobby is furnished in Renaissance style in which Spanish and Italian mingle, and contains a cypress beamed plaster ceiling. In a spacious dining salon the antique motif has been carried out with an inlaid, beamed

cypress ceiling, terrazzo floor and diagonally checkered walls in verde antique and white. Furniture throughout the hotel is of the Italian mode, specially designed and built by the George P. Reinhard Company of New York, while ceiling fans in guest rooms were designed by H. P. Foley of Baltimore.

Kitchen equipment has been carefully selected and installed, being the product of Duparquet Huot Moneuse of New York, while the Pennsylvania Ice Machine Works of Philadelphia have installed two 7½-ton Triumph refrigerator units, giving an ice capacity of 2000 pounds per day. Laundry machinery was supplied by the Troy Laundry Company; water softener of 40,000 gallons daily capacity, by Permutit, Inc., and elevators by the Otis Elevator Company, all of New York. Silverware was furnished by R. Wallace & Sons Manufacturing Company, Wallingford, Conn.; linens by E. Alley, Inc., of New York; china by Scammell, Inc., of Trenton, N. J.; barber-shop equipment by the Koken Companies, Inc., St. Louis, and various other items by the Archibald Hardware Company of Sarasota, Fla.

Plans and specifications for the hotel were prepared by Walker & Gillette of New York, and the general contract executed by the George A. Fuller Company of New York and Miami.

Forestry Legislative Survey by States.

Washington, D. C.—Following a suggestion adopted at the World Forestry Congress in Rome, the American Tree Association has announced the publication of the Forestry Legislative Survey by States. The survey, which is for free distribution to those interested, indicates that nine states have effective laws to encourage the practice of forestry, chiefly through the exemption of taxation on young growing stands of timber or replanted lands. Forty-one states now have forestry departments or corresponding agencies, and it is stated that 32 states co-operate with the United States Forest Service for the maintenance of forest fire patrol systems. The survey cites the Clarke-McNary Act as the most important piece of forestry legislation within the past few years, this act allowing Federal appropriations of \$2,500,000 annually for co-operative work.

Development on Patapsco River.

Outlining plans for the development of 329 acres of land at Hawkins Point, near Baltimore, Holman Willis of Roanoke, Va., advises the MANUFACTURERS RECORD that the project will be undertaken by the Clearwater Beach Corporation, of which he is president, and C. O. Freis of Roanoke is secretary and treasurer. The development will probably be known as Clearwater Beach, and landscaping is now being done by Curtis Walton of Natural Bridge, Va., while engineering will probably be done by William Stephens of the Roland Park Company, Baltimore.

The property has a frontage of approximately one mile on the Patapsco River, with a considerable frontage on Swan Creek. Plans of the company contemplate the installation of hard-surfaced streets, sidewalks, electric-lighting system, privately owned water system and the construction of a nine-hole golf course, bath-house with shower and other facilities. Construction will be done by the company's force, work to begin as soon as engineering details have been completed.

To Sell \$7,500,000 of Bonds.

Jefferson City, Mo.—According to an announcement by the State Board of Fund Commissioners, the last allotment of state highway bonds, amounting to \$7,500,000, will be sold in October. It is understood that the bonds will be printed at once and will be held by the treasurer until the time of sale. They will bear an interest rate of 4 per cent.

Book and Writing Paper Likely to Become an Important By-Product of Southern Sugar Industry.

By RICHARD WOODS EDMONDS.

Recent technical studies of bagasse have led to the development of a process by which a good grade of book and writing paper may be made from a material that for many years has baffled the persistent efforts of many paper makers. Bagasse, it may be added, is the sugar-cane stalk after the juice has been pressed out for sugar making. The pressed stalk is about half vegetable fiber and half pith, the latter being an undeveloped cellulose form heretofore considered unsuitable for paper making. Entire elimination of the pith has never been accomplished, and the persistent brittleness of paper from bagasse has always been attributed to the pithy content.

Bagasse today is successfully employed in making the familiar Celotex board, and in the production, on the Hawaiian Islands, of a low-grade paper used for mulching sugar cane.

During the past year Arthur D. Little, Inc., of Cambridge, Mass.—who, by the way, developed the process for making mulching paper from bagasse and designed, built and operated the mill in the islands—have continued their studies of the utilization of bagasse and have been able to produce a high yield, high quality pulp suitable for direct conversion to book and writing paper by a process that appears to make possible the commercial utilization of a large part of the bagasse available in this country and perhaps in Cuba.

I am not yet at liberty to discuss in detail the process by which bagasse is reduced to a suitable paper pulp beyond saying that the soda process is used without radical modification. The process, therefore, will be at least as cheap as that by which Northern deciduous woods are reduced to soda pulp for the same grade of paper. It may even prove a little cheaper.

The relative costs of the two processes, then, come down to a comparison of the costs of the raw materials. In the North two cords of pulpwood are necessary to produce one ton of soda pulp. The wood costs \$15 per ton. The raw-material cost, therefore, exclusive of manufacturing costs, for one ton of soda pulp is \$30.

Five tons of wet bagasse will yield one ton of dry soda pulp. The cost of the bagasse depends upon the price that must be paid for it at the plantations to induce the use of some other fuel; for on the plantations the wet bagasse is used as a fuel, and is generally the only fuel used. If the bagasse is used for paper making, fuel oil will probably be used in its place. One ton of fuel oil will yield as much heat as eight tons of wet bagasse. Therefore, one ton of wet bagasse will yield only as much heat as 250 pounds of fuel oil. For the sake of convenience, and to remain on the safe side, Arthur D. Little, Inc., assume that every ton of bagasse used as fuel must be replaced by one barrel, or 320 pounds, of fuel oil. In the South fuel oil costs in the neighborhood of \$1.75 per barrel, Cuban sugar plantations get it delivered at the dock in Cuba for \$2 per barrel. Assuming, then, that each ton of wet bagasse is worth one barrel of fuel oil, the price of bagasse is set at \$2 per ton. Since five tons of wet bagasse yield one ton of pulp, the raw material cost of the soda pulp, exclusive of manufacturing costs, is \$10. Or if the cost of bagasse in some localities proved to be \$3 per ton, the raw-material cost would be only \$15 per ton of pulp. Compare this cost with the \$30 cost of a ton of soda pulp from Northern hardwoods.

It has already been said that the process of manufacture

of bagasse pulp will hardly be more expensive than that for pulp from hardwoods. There is, therefore, if the estimates are correct, a margin of about \$20 per ton in favor of the bagasse pulp over the hardwood pulp.

The question of handling the bagasse, a seasonal crop, is sometimes raised. The Celotex Company, making wallboards from bagasse, has found that bagasse, properly baled and stored, will keep in good condition for at least one year; in fact, shows less deterioration than wood stacked around the mill in the usual manner. And the season for gathering the bagasse is longer than that for gathering the wood in the North.

It is estimated that our Southern states produce about 450,000 tons of bagasse annually. Probably much of this will not become available for paper making. Some of it is wasted on small farms. Some is grown in isolated sections, whence transportation would be expensive. If only 250,000 tons annually may be had for paper making, the yield in pulp, and therefore in paper, will be about 50,000 tons annually.

In 1923 our total production of book and fine papers, as listed in table 604 of the Statistical Abstract, was approximately 1,600,000 tons, a considerable increase over previous years. Compared with this amount, 50,000 tons is small enough to be readily absorbed at prevailing market prices, thus permitting the Southern manufacturers to market their product at a profit of something like \$20 per ton more than that made by Northern manufacturers.

A paper mill that will make 50 tons of paper per day is a fair-sized mill. Fifty tons per day, through a 300-day year, comes to 15,000 tons. Fifty thousand tons of pulp, therefore, is ample to keep three fair-sized mills very busy. Assuming that Northern manufacturers of book and writing paper make a profit of \$20 per ton, Southern manufacturers, working on bagasse, should make \$20 more per ton, or a total profit of \$40 per ton, which comes to \$2,000,000 profit per year for 50,000 tons. A brand-new industry for the South which can turn out annually a profit of \$2,000,000 is no mean addition to Southern prosperity.

But there is a larger significance to this than the profit from a new industry for the South. During the last few years the sugar industry of the world has fallen upon evil times. During the war, while European sources of beet sugar were shut off, American, Cuban, Hawaiian and Philippine sugar producers greatly expanded their capacities. With the resumption of world trade a large overproduction of sugar became apparent. It is said that one of the large refiners last year lost \$3,000,000 on sugar, but through alcohol from a necessary by-product of sugar manufacture—molasses—managed to show a small net profit.

It would seem strange if so large and long-established an industry, supplying a world-wide necessity, could be rescued from a difficult situation by a product heretofore discredited by every attempt at its production; yet such seems likely to prove the case. For, while our own Southern states produce less than half a million tons of bagasse annually, Cuba produces over 9,000,000 tons, the Philippines produce nearly 875,000 tons and Hawaii produces over 1,900,000 tons. The total of these three countries, outside our own South, comes to over 11,800,000 tons of bagasse annually. Half of this amount would yield over a million tons of paper.

The profit on paper that may be made from Cuban, Hawaiian and Philippine bagasse is problematical. It involves

ocean-freight rates, foreign-labor conditions and—at least as far as the bulk of it, that from Cuba, is concerned—the tariff situation. It would be hardly worth while, therefore, to try to consider what effect this large production might have upon our Northern paper manufacturers, even if that were relevant to the subject of this article. The point is the effect upon an industry that is now laboring under a heavy overproduction. The discovery of the new process should prove a Godsend to the entire cane-sugar industry.

In closing this article I can't resist the temptation to quote that true saying, "Them that has, gits." The South has the resources. The South is "gitting" in ever-increasing measure.

Work Begins on \$1,250,000 Bakery at Tampa— Company to Expend \$5,000,000 in State.

Tampa, Fla.—Construction has begun on the big baking plant to be erected here by the Southern Baking Company at a cost of \$1,250,000. The plant will be located at Horatio street and Dakota avenue, the major construction contract having been awarded to the Equity Construction Company, Inc., of New York. G. Norman Robinson, president, at approximately \$800,000.

According to Harry D. Tipton of Atlanta, president of the Southern Baking Company, his organization will expend approximately \$5,000,000 for construction in Florida in the near future.

STONE & WEBSTER JOIN WITH DAVIS IN COMPLETING ISLAND DEVELOPMENT AT TAMPA.

\$2,500,000 Syndicate to Be Organized—Extensive Construction and Dredging to Begin Promptly —Step Heralded As Boon to Florida.

Tampa, Fla., August 3—[Special.]—Subject to completion of a detailed arrangement, Stone & Webster, Inc., of Boston, Mass., will form a syndicate to subscribe \$2,500,000 for stock in a new corporation to carry on the development of Davis Islands, in the mouth of the Hillsboro River and within a half mile of the city hall here. Completion of the project calls for extensive construction and dredging work, which is expected to begin promptly. The Boston firm will direct the financial affairs of the new enterprise and will do the construction work. The completed project will represent an investment of millions of dollars.

Davis Islands is one of the most spectacular real estate projects ever attempted in this country. Early in 1924 D. P. Davis conceived the idea of building up islands at the mouth of the Hillsboro River, which were scarcely above the water at high tide, and connecting them with bridges. He obtained permission from the city, state and Federal authorities to start this work and then assembled a fleet of dredges. In October pumping began, and within a year a new city had been built on the land pumped up from the bottom of the bay. A massive seawall of concrete and steel surrounded the tract. Building permits issued in 1925 for Davis Island construction aggregated \$7,000,000, and among the buildings erected were three big hotels, a country club, tennis club, coliseum and numerous large apartment houses and fine residences. Wide boulevards were paved, and one of the finest street-lighting systems in the country was installed, and all other public utilities of a modern city added.

Sales records in connection with this development were spectacular. Before a cubic yard of dirt was pumped the sale of the first units was held. In quick succession the sale of other units followed. In October, 1925, five units were

placed on the market at one time and in one day were sold out for over \$18,000,000.

News of the agreement, while not unexpected here, occasioned widespread enthusiasm among bankers and business men, who were advised last night of the announcement.

"Every piece of property in the community is enhanced 20 per cent by reason of the connection of Stone & Webster with the development of Davis Islands, and their entry in the state as developers will, in my opinion, clear the entire financial atmosphere of Tampa, remove all doubt and uncertainty and reflect a splendid and far-reaching influence throughout Florida."

This statement was made at the Waldorf-Astoria in New York last night by Peter O. Knight of Tampa.

Mr. Knight, as general counsel for the Southern division of Stone & Webster, was responsible for interesting the widely known organization of financiers, contractors and utilities operators in the local development. At his invitation a committee representing the directors visited Tampa a few weeks ago and were so agreeably impressed not only with Davis Islands but with Tampa and all of the west coast of Florida that they recommended the proposal which he previously had suggested.

Relative to the foregoing, the following telegram has been received:

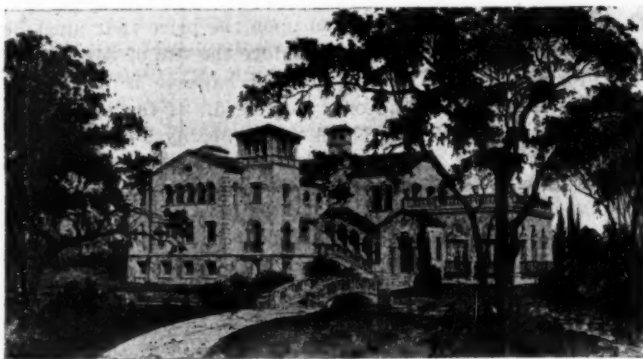
[Telegram to Manufacturers Record.]
Boston, Mass., August 5.

Stone & Webster, Inc., Boston, New York, Chicago, subject completion detailed arrangements, will form syndicate to subscribe \$2,500,000 for new corporation to complete development of Davis Islands. Completion of project calls for extensive construction and dredging work, which is expected to commence forthwith. Stone & Webster will direct financial affairs and do construction work.

STONE & WEBSTER, INC.

New \$450,000 Residence for Tampa.

Work is in progress on the new home being erected in Beach Park, Tampa, by G. A. Miller of that city, one of the largest building contractors in Florida. The structure will cost about \$450,000, exclusive of furnishings and equipment, and, as previously outlined in the MANUFACTURERS RECORD, will be of Italian architecture. It will be divided into two wings, and will have a frontage of 107 feet with a depth of 96 feet. Exterior walls will be two feet thick, built of hollow



MILLER RESIDENCE UNDER CONSTRUCTION AT TAMPA.

tile and lined with gypsum block. There will be 13 rooms, including a dining room, 16 by 28 feet; living room, 35 by 48 feet; sun parlor, 35 by 29 feet, and ballroom, 48 by 20 feet. A \$30,000 organ will be installed on the mezzanine floor above the living room, it is stated, where space will be available to seat 100 or more guests. Roy A. Benjamin of Jacksonville is the architect. Contract will be handled by the owner.

Southwest Texas Proclaims to the World Its Opportunity.

By C. C. LEEL, Secretary, San Antonio Manufacturers Association and Industrial Department of the Chamber of Commerce.

Great stores of high-grade iron ore and other basic metals, quantities of lignite, insuring vast electric-power production; a generous assortment of minerals and huge crops of cotton constitute only a few of the natural treasures in the southwest area of Texas. And to these may be added wool, mohair and hides; natural gas, used in increasing quantities in our industries; gigantic petroleum fields, and marble and granite sufficient to build to the clouds.

This wonderful district has not reached more than 18 per cent of its possible development, leaving 82 per cent of marvelous possibilities still to be unfolded. Some territories boast of their wonderful development, but we prefer to let the world know of our possibilities, as those spell room and opportunity for the masses who are looking and heading this way. More man-power for southwest Texas is what we need—men with money and men without, but all with desire, energy and brains sufficient to participate in the reaping of the golden harvest. We believe that in a few years we should have a dense population, for the time must be short before economic reasons will force the overcrowded, fully developed cities of the older United States to give up their surplus man-power, and we are convinced that it will not find a more favorable new location than this.

Southwest Texas is seething with building activities, every city, town and hamlet showing astonishing advancement during the past 12 months. San Antonio has recently so altered its skyline as to be almost difficult to recognize. Citizens hardly can keep up with the names of the new hotels, office buildings and theaters and other great structures. Solidity is the password on which San Antonio and southwest Texas have been developed by sturdy, robust men. Everything these pioneers have done in city, on farm or on ranch has been substantial in character. The commercial houses, the banks and the factories have grown big slowly, but they are here to stay. Effects of occasional drought, temporary commercial stagnation and financial depression and similar adversities have rolled off like the water from the proverbial duck's back, always leaving our commerce and agriculture on a stronger basis than ever. Above all, southwest Texas has reached its present state of development and prosperity with entire absence of "booming methods," with insufficient community advertising by sheer merit. If any part of the world has the goods to advertise it is southwest Texas, and we here in San Antonio hope that southwest Texas will see the necessity in the immediate future of putting on the greatest advertising barrage ever broadcast by any similar territory.

Big men are coming, but we need more of them. A number of the strongest and most conservative interests in America have recently invested many millions of dollars in southwest Texas, but the opportunities are so great that their combined finances can barely scratch the surface. "Men with vision" is a popular phrase, but, while we need men of that type, we also have room for many thousands of men with just common, ordinary business sense and ability. New-comers can get in on the ground floor now, when good land can be bought at a low figure. Later prices will undoubtedly be advanced, as they have been elsewhere. We trust they will not advance too fast, because it is our earnest desire

that southwest Texas will never become a boom section. It would be contrary to our aims, plans and aspirations, and entirely out of keeping with the solid manner in which we have so far very satisfactorily progressed.

We are using practically none of our vast deposits of raw materials in our factories. We are allowing the North and East to coin much of the money from southwest Texas' raw material resources, which should be realized by our own state through local conversion of the raw product into the manufactured article, and we have probably been glad to let it go at that. But this condition will be changed when we have more people with money who can put up more factories, open up mines and quarries and strip the earth's surface and sub-surface of its enormously rich and diversified potentialities.

In spite of this being the world's greatest winter vegetable garden and a prolific citrus fruit section, we do not can any fruits or vegetables. We have not got busy on that yet. We have in past years allowed tons and tons to go to waste during unfavorable Eastern markets, because of lack of commercial canneries. Southwest Texas must surely become the vegetable and fruit cannery of the world, some day.

We have some of the greatest and most efficient transportation systems on the American continent running through San Antonio and southwest Texas, including the Southern Pacific, the Missouri Pacific and the Missouri-Kansas-Texas railroads. These are building and planning new extensions which are opening up new and fertile areas. Our port at Corpus Christi is ready for the world's commerce, a splendid harbor constructed and operated under Government engineering supervision. We are now working to assure a steady flow of inbound and outbound tonnage sufficient to support that port, and we believe this will not be difficult, for we have the industry here which can and will do it.

A majority of highways which link up this territory from end to end, and connect it with the national highways, are mostly asphalt and as fine as money can buy.

Harvest time here means all the year around, particularly the winter, when our fruits and vegetables are flooding the Eastern markets. Days on which the weather prohibits indoor or outdoor labor are conspicuous by their normal absence. Labor loses nothing on account of being laid off. Unsurpassed working conditions prevail without interruption. Strikes of any consequence are unknown.

Our market is virtually unlimited, consisting of the whole of the United States and Mexico for our fresh vegetables and many of our manufactured products, while some of our most prosperous manufacturers operate very successfully by confining their efforts to a territory within the 100 or 200 mile circles around San Antonio.

Our American labor of Mexican descent is admirably adaptable to quickly learning any factory operations requiring care and dexterity. It is reasonably priced, easily handled, rapid and efficient.

San Antonio and numerous counties in southwest Texas possess an unlimited artesian water supply of the greatest purity, suitable for manufacturing, agricultural and domestic purposes.

San Antonio has 200,000 people, according to the Government census, while its immediate trade territory includes approximately 2,000,000 people.

In San Antonio there are 700 factories, large and small, employing 20,000 people, with an annual payroll of \$22,000,000

and a yearly output amounting to approximately \$80,000,000. One hundred of these factories, mostly small, energetic concerns with great prospects, have located here during the past year. We offer free sites on trackage property, and have recently gone so far as to pay freight on industrial equipment from California and other states. Hardly a day passes that a new factory, little or big, is not reported to our office. We keep one man on our staff doing nothing but keep up with the new factories.

San Antonio possesses two advertising features of vast value. The first is the enjoyment of wonderful living conditions, the result of Gulf breezes, and an unexcelled water supply. The other is the presence of short-time enlisted United States soldiers in the numerous camps and posts surrounding the city who frequently, at some later period, return and locate here with their families.

Southwest Texas is a wonderful section and San Antonio is its capital.

Georgia Has Fine Tobacco Crop.

Approximately 1,000,000 pounds of bright tobacco was sold August 3 at the opening of the market in 22 Georgia towns for prices generally averaging above 20 cents a pound. Prices ranged from 50 cents a pound for the finest quality tobacco down to less than 10 cents a pound for the lower grades. Georgia has one of the finest crops of bright tobacco that it has ever produced, and it is freely estimated that the crop will bring in between \$10,000,000 and \$12,000,000 this year.

Georgia Mills Supporting Cotton Textile Institute.

Atlanta, Ga., August 4—[Special.]—Agreements to participate in the work of the Cotton Textile Institute have been signed by between 55 and 60 large mills and groups of mills in Georgia controlling 1,500,000 spindles, and with two or three signed agreements coming in each day to the offices of the Cotton Manufacturers Association of Georgia. It is believed that between 200,000 and 250,000 additional spindles will be signed up within the next 10 days.

Under the conditions of the agreement signed, textile mills in the state agree to support the institute for a period of three years, to an extent of not more than two cents per spindle. It is not expected, however, that more than one cent per spindle will be called upon to finance the textile institute in its first year of work.

Construction Florida Portland Cement Plant at Tampa Well Under Way.

Florida Portland Cement Company.

Tampa, Fla., August 4.

Editor Manufacturers Record:

The Foundation Company of New York will complete on September 1 its contract for the construction of an 800-foot dock, 1300-foot bulkhead, numerous track trestles and all of the foundation piling for the entire plant. Their work involves the driving of approximately half a million linear feet of piling.

The Cowham Engineering Company of Chicago, which concern has the contract for the construction of the plant and the installation of the machinery, has started work pouring the concrete for the various buildings, the bulk of the machinery having been ordered from the Allis-Chalmers Company of Milwaukee. Installation of the machinery will begin during the early winter, and every effort is being directed toward completing the plant so that production may start by spring of 1927.

CHARLES A. McKEAND, Assistant to the President.

The New \$1,000,000 Donaghey Building.

Completed a few months ago at a cost of approximately \$1,000,000, the new Donaghey Building at Little Rock, Ark., has been dedicated by its owner and builder, George W. Donaghey, former Governor of Arkansas, to the progress and aggressiveness of Little Rock and the state. The building is 14 stories, of reinforced concrete construction, with Indiana limestone facing for the first three stories and matt-faced brick for the remaining ones. Ionic columns inset at the thirteenth and fourteenth floors support an ornamental cornice. Floor beams and girders are of reinforced concrete, with hollow-tile floor arches covered with concrete, which



NEW DONAGHEY BUILDING AT LITTLE ROCK.

serves as a wearing surface for all shop and office floors. Wall linings are of hollow tile and interior partitions are of tile coated with tinted plaster. Interior trim is of native figured red gum.

Sargent hardware and Fenestra windows with shades have been installed, and there is an enclosed, fireproof stairway of concrete construction with marble treads. The interior of the lobby and arcade is finished in Tavernelle French marble and wearing surfaces of the floors in terrazzo. The building contains 136,000 square feet of rentable floor space, the ground and second floors being arranged for shops and the remaining floors for offices. It is served by one freight and four passenger elevators.

Plans and specifications for the structure were prepared by Hunter McDonnell of New York and William Dill, associate architect, Little Rock. General contract was executed by the owner, while Kaucher, Hodges & Co. of Memphis, Tenn., were contractors for the reinforced concrete work.

The Police Jury of Avoyelles parish, C. E. Bordelon, secretary, Marksville, La., plans to sell a bond issue of \$200,000 on September 1 for the erection of a new courthouse.

Recent Town Planning in Florida.

A BROAD SCHEME OF THE AMERICAN BROTHERHOOD OF LOCOMOTIVE ENGINEERS.

By JOHN NOLEN, President, National Conference on City Planning, Cambridge, Mass.

[Mr. John Nolen, writer of the following article, is one of the leading town-planning authorities of the United States. In this account, given by him as the method of planning adopted by the Brotherhood of Locomotive Engineers, are to be found important lessons to all of the town planning and building schemes in the country. Mr. Nolen writes the *Manufacturers Record* that, "barring the one exception of Palos Verdes of southern California, there is nothing in the whole country in the way of new town planning that is so significant" as this Venice undertaking.]

The development at Venice by the American Brotherhood of Locomotive Engineers is not a colonization scheme. It is merely a business enterprise in which their funds are being employed, the same as in the operation of their various investment companies, banks, coal mines and office buildings owned by them in New York and Cleveland. Mr. Bronson Batchelor, vice-president of the Venice Company, wrote under date of June 4:

"The amount of money so far employed by them in the project at Venice now runs close to \$10,000,000, with much more than that in prospect in the execution of the entire scheme."—Editor *Manufacturers Record*.]

Florida is being settled in a different way from any other American frontier state. While the invasion of other sections was brought about by great personal sacrifice, often danger, Florida is being settled under modern conditions with almost unlimited resources of capital, experience and business initiative. This migration to Florida is not now made up mainly of the wealthy and the aged, but is attracting young men and women of skill and training, of enterprise and ambition, who are looking for new fields to conquer and for new sources of wealth to develop.

New towns and cities are constantly coming into existence, either casually or deliberately. There are substantial reasons why the increase of population, which in the United States amounts to about 2,000,000 a year, cannot, and should not, be taken care of entirely in or immediately around existing cities, or in many instances even in the neighborhood of existing cities. So far as new communities are concerned, the main point of the town-planning movement is to make action more deliberate, to plan and build new towns and cities by intention, and to do it with knowledge and skill and understanding. The problem is different from the replanning of existing cities in that it need not be approached so conservatively. These new towns should express new standards and new ideals, and be an attempt to meet in new ways the modern conditions of life and the peculiar opportunities that these conditions and resources offer.

Thus, the question may very properly be asked, Why not deliberately plan and build new towns and cities, both urban and rural? And the two reasons that I would cite of major importance for building new communities are these: First, to take care of new territory which for one reason or another is from time to time opened up, and, second, to meet the new requirements and new standards by new planning. There is likewise good reason in modern municipal requirements and the new standards of cities for laying out and construction of complete new towns and cities to take care of the new population.

In the last half-century in the United States, for example, new requirements of city life could be illustrated from the following subjects, all of which directly affect city planning: The public school and its expansion; the steam railroad; the electric trolley and cable car; the automobile, motortruck and motorbus; the moving picture and radio; changes in building methods and materials; steel construction for buildings and the elevator; changes in municipal public utilities and in city engineering, such as modern pavements and sidewalks and street lighting. All of these changes in the equipment of cities do actually require a city planned differently from a city laid out as it was 50 years ago, or else they give advantages and economies wherever new planning can be employed.

New habits and tastes have developed in the city dweller.

Home life is different from what it was a few decades ago. The big hotels and apartment houses have come into existence, and with them a greater and greater dependence upon cafes and restaurants. The servant problem has risen like a nightmare. The love of nature has developed. Country clubs have become almost a necessity of city life. It is only in the last 50 years that public parks and playgrounds have come to be an integral part of a city's layout, including wild and natural reservations, beaches and in the northern parts of the country provision for winter sports.

Changes in municipal sanitation and sanitary standards illustrated in new methods of city water supply, disposal of wastes, etc., are evident—economic changes and the consequent raising of the standard of living, expressing themselves in urban conditions as the result of the increase of per capita wealth, which in 1850 was only \$300 and today is over \$3000.

Especially important are changes in leisure and its use, larger views about vacations, summer and winter, and the new ideas with regard to outdoor games and sports and physical recreation generally. The working day 50 years ago was two or three hours longer than it is today, the Saturday half-holiday was unknown and Sunday was looked upon as primarily a day for religion and rest. No existing city, large or small, practically finds it possible to provide today adequate open areas for its well-recognized requirements. The problem of properly employing the new leisure depends directly upon new planning to provide adequate and suitable planned areas for the new ideals of recreation. Summer vacations are now an established habit among millions of people and winter holidays are becoming customary. Their merit and delight have become known to many.

Except in remote sections, the old simplicity and charm of American villages and towns has largely disappeared, but a new form of urban beauty has not yet taken its place. We are pioneering. We are finding ourselves. We are setting up new standards of beauty.

What should the new town or city be like? one may ask.

1. The new town or city should have the right location, the right site geographically. This is a matter of primary importance, and is related closely to national, state and regional planning.

2. The local plan for a town should be based upon topographical conditions, and be worked out in right relation to railroads, main highways, water frontages or other controlling natural features.

3. The character of the new town should be rightly conceived with reference to its purpose and the use of the land. The plan should recognize and express the different requirements of cities, whether primarily industrial or residential or recreational, and so on, and should reflect topographical and climatic conditions. The town that is to be a resort should be planned as a resort if it is to attain its greatest success.

4. The probable size of a town must have some consideration; otherwise the fundamental planning, the parts not easily changed, cannot be satisfactorily determined. Even though there is no intention of controlling rigidly the ulti-

mate size of the town, some approximate idea of its size should be kept in mind when the original plan is made.

Whatever the estimate of the size of a town or city may be, whether it be 25,000 or 250,000 or more, in the planning of new communities there should be some notion of size, but there should be also an elastic element to provide so far as possible for error in forecasting in either overestimating or underestimating the size of the town. It is now recognized that urban expansion and the provision for larger populations can best be made through modern city planning, including regional planning, and especially the laying out of new towns and cities such as Venice, Fla., is to be with the new knowledge, imagination and new ideals which our modern civilization commands.

The influence of new city planning, if carried out wisely and deliberately, will contribute to the rapid, sound and permanent development of Florida. It will do much to safeguard and protect the property values of investors and stabilize the best interests of each community. It will do more—it will be the means of creating in a tropical zone towns and cities of individual character, skillfully and beautifully adapted to the higher life of the citizens.

As a concrete example of one of these ideals put into actual operation stands the city of Venice, on the Florida west coast, laid out for the Brotherhood of Locomotive Engineers Realty Corporation and representing an investment of about \$10,000,000 to date. Venice marks the beginning of a new day in city planning not only for Florida but also for all the country. The foundation stones on which it is erected are:

Finance—Financed independent of the sale of lots by a powerful investment corporation—a corporation which already has invested \$40,000,000 in the Equitable Building, New York city.

City Planning—A completely planned city.

Farm Land—It includes its own farm lands and agricultural community.

Fuller's Army—A contracting concern's army encamped, sleeping and eating on the ground; the only general development contract accepted by this contracting company.

A Port—A city building its own port and harbor.

Experts in Planning and Beauty—The first city to mobilize highest class experts to develop beauty and utility to the ultimate.

The first requisite, of course, is financial soundness, and Venice is backed by an American organization with millions of dollars in its hands and under its direct control. Only constructive work can appeal to such a corporation, and constructiveness is the main policy in the planning and development of Venice. The city is being built with a foresight running far into the future. The street and sidewalk system has been laid out and is being constructed in a manner to permit consistent and continuous expansion as the years roll on; the schools are placed in most convenient spots, from which, as a logical nucleus, the system of structures can be carried on in the future; the drainage system has been figured not only to take care of the heaviest demands of the present, but also to meet increased requirements for years to come; the park system has been planned for an indefinite future, as well as for present needs—in short, Venice is laid out to take care of at least two generations yet to come, as the need progressively arises.

Although the 30,000 acres of fertile farming land adjoining the city of Venice never has been advertised, the demand for 5 and 10 acre tracts is so great that workmen are toiling day and night to clear the land, build roads, lay draining ditches and put this soil in shape for immediate use. Already the Seaboard Air Line has completed plans to meet the demands of the new city. Venice is an illustration of the success of a city planned by a responsible, adequate corporation, situated in an attractive and advantageous section and built on ultra-modern plans, with provision not only for the present but also for an indefinite future. This story of how Venice

is planned is given simply for the purpose of stimulating other city planners of old or new towns to plan broadly and carefully for the future. City planning has now become a science and demands the most careful and scientific work.

In the planning of Venice these principles of city planning have been adapted to meet the intimate needs of the site and type of community eventually to be brought about. It has been comprehensively thought out. A complete thoroughfare system has been designed to facilitate traffic circulation about the property and to connect with the Tamiami Trail. With this well-planned system of streets there naturally follows an agreeable block and lot system.

The general plan provides a civic center for municipal activities, schools and playgrounds for the coming generations. Country club and parks, both inland and waterfront, planted with native trees and shrubbery are an important feature. The wonderful Gulf Beach has been paralleled by a promenade and beach parkway, at times broken into by special features, such as casinos, bath houses or hotels of a suitable type.

The business district has been thought of as an ideal situation for shopping and other business relations. By the influence which will be exerted the harmonious architectural development of the streets is assured. The railroad station has been well placed in relation to the downtown area and also near to the industrial waterfront, so that in the future these two forms of transportation will function happily.

Special emphasis has been placed on the idea of providing suitable and attractive home sites for all the desirable types of people so necessary to the building of a city. Last of all, it has been hoped to create a city of distinction such as can be brought about under the peculiarly favorable circumstances which fortunately exist. These homes will be protected by restrictions just as carefully as the more expensive ones on the Gulf. In still another area would be set aside land complete in all respects for the exclusive use of colored residents.

Close by, under the same ownership, is the large Myakka River tract of some 25,000 acres of rich agricultural land. This vast area is to be planned for farms, truck gardens, dairies and groves. Through scientific drainage and modern agriculture methods an immediate source of food supply will be developed. Scattered through this farming region at logical points will be community centers providing certain trading and recreational facilities.

Between the agricultural area and Venice proper is the industrial section, with both rail and water transportation facilities. All industrial lots are planned so that they have direct rail sidings and a heavy traffic street. Most of the public utilities plants serving the city will be located here. An important related feature in this section will be the provision made for homes of moderate cost.

Building Generating Station for Texas Panhandle.

Discussing its plans for generating and distributing electrical energy in the Panhandle oil field of Texas, embraced in Hutchinson, Carson, Wheeler, Grey and adjoining counties, the Panhandle Power and Light Company of Houston advises the MANUFACTURERS RECORD that it is building a generating station about 60 miles northeast of Amarillo, with a complete transmission and distributing system. The initial installed capacity of the plant will be 10,000 kilowatts, which may be increased immediately to 25,000 or 30,000 kilowatts. The plant is being built primarily for drilling oil wells and pumping oil from the wells to various gasoline stations and refineries, but it will also distribute electricity for light, heat and power purposes to various communities in the district.

A Panorama of Atlanta's Diversified Industries.

A MADE-IN-ATLANTA EXPOSITION STIMULATES NEW INTEREST IN MANUFACTURE.

Atlanta, Ga., August 9—[Special.]—Ninety-three exhibits, featuring more than 20 different lines of industry in and around Atlanta, characterized the Atlanta Industrial Exposition, which was held here August 2 to 9 in connection with "Merchants and Manufacturers Week." While some the leading lines of industry, such as printing, which ranks third in Atlanta, were conspicuous by their absence from the exposition, nevertheless the show was much better than it has ever been before. More manufacturers had exhibits. More diversified products were shown. And the exposition, as a whole, was more representative and better rounded out than it has been in the past. Many of the exhibits showed machinery in motion, and the whole was well worth going to see.

Manufacturers of food products took the lead in the number of exhibits, if not in the interest created, having fourteen separate exhibits at the auditorium, while representatives of the textile industry took second place in number of displays, with eleven separate exhibits, and the household furniture industry came third, with five separate displays. The Valley Mills of La Grange, Ga., had the largest exhibit at the exposition, occupying eight booths in the center of the auditorium, while there were many displays occupying three and four booths.

Certainly the most expensive exhibit was that of the H. F. Linder Company, manufacturers of diamond and platinum jewelry. Here, behind a plate-glass partition, which permitted visitors to view the work but served as an adequate protection against thieves, the workmen of the Linder company designed and assembled platinum and diamond jewelry. The exhibit of the company operated as an actual unit of the big shop, making jewelry for its customers all over the South.

Another interesting jewelry display was that of the Lapping Company. This also was a "moving" exhibit. The entire process of making dinner and signet rings was reproduced for visitors from melting the gold to the final engraving of the ring, and the popular "Queen Louise" dinner ring—in which the company specializes—was produced on order for many visitors in the record time of ten minutes from the die cutting to the engraving.

In the textile field, the big display of the Valley Mills of La Grange was the center of attraction. Here a weaving machine and power sewing machines in the hands of skilled operatives showed how the famous Le Vale rugs of the company were made, while a power loom demonstrated its ability to produce the equally famous Val Tex rugs for porches and sun parlors—the latter one of the best-selling rug lines in the country. In addition to this machinery in motion, the Valley Mills had an excellent display of canvas baskets and trucks for use in textile mills, department stores, laundries, hospitals and the like, and a display of their "Trueline" trousers and knickers. The significant feature of the Valley Mills exhibit was that it showed how a textile mill could profit by going into specialized lines of work, and in this way it formed an object-lesson to every textile man who visited the big show.

Among the other textile exhibits were those of the Fulton Bag and Cotton Mills, which showed the various steps in the manufacture of its Eagle Sail Twine, types of bags manufactured, and particularly its new and popular "Hed-Room" auto touring and camping tent, the latter another demonstration of increased sales through specialization; the Lullwater Manufacturing Company, which did not have any machinery in operation, but made an excellent showing of blue denim overalls and jumpers, white "Hong Kong" and

khaki pants, gray and blue chambray shirts, gray, blue and white bungalow dresses for women and white and khaki play suits for children; the Nunnally-McCrae Company, which showed overalls; the A. M. Robinson Company, which showed shirts; the All-Star Manufacturing Company, which demonstrated the manufacture of four-in-hand and bow ties, and the Crescent Dress Manufacturing Company, which displayed many beautiful dresses designed and manufactured in Atlanta. On the whole, the exposition fairly represented the city as a center of the textile and clothing industry, and left one with a lasting impression of the wide diversity of textile products made within its borders.

A reminder that the ceramic industry, about which so much has been said of late years, is by no means new to Georgia was found in the display of the "Old Original Brown Pottery." Here pottery was made on one of the original wheels, which is one hundred years old, and has been handed down from father to son through four generations. To be sure, the old wheel has now been replaced by more up-to-date machinery at the company's plant at Pace's Ferry and Howell Mill road, but it formed a center of attraction at the exposition.

The iron and steel industry in Atlanta was represented at the exposition by at least four concerns. The Atlanta Sheet Metal Products Company showed its new and popular "All Steel" sanitary shower bath and toilet unit for industrial plants. Riddell Brothers had an unusual exhibit showing wrought-iron gates of artistic design, wrought-iron awning and mail box supports, and a wrought-iron model of a Spanish galleon which it is putting on the market this year with considerable success. The Southern Saw Works displayed circular saws, while the Atlanta Stove Works showed the different steps in the casting and assembling of stove parts, with many fine examples of its finished products. On the whole, Atlanta's iron and steel industry was fairly represented at the exposition.

The Georgia Railway and Power Company, always a dependable supporter of the industrial exposition, centered its attention this year upon the industrial uses of gas, in an effort to educate the manufacturer on the economical use of this product as a fuel in his plant. Among other things were shown a gas forge or rivet heater, with its load of red-hot rivets, and a gas immersion tank.

The Southern Bell Telephone and Telegraph Company—another "old reliable"—showed the steps in the evolution of the telephone and the 200 parts that go into the manufacture of the modern instrument.

Paper manufacturers of the city were represented at the exposition by the Atlanta Envelope Company, which had a most interesting exhibit. Here a Champion envelope-folding machine was in operation, turning out 6¾-inch envelopes at the rate of several thousand an hour, while around the walls of the booth were examples of the different kinds of envelopes manufactured. While the exposition was in progress, this machine, which operated as a unit of the plant, turned out orders for the Atlanta and Lowry National Bank, the Fulton National Bank, the Retail Credit Company, the Atlanta and West Point Railroad, the Swift Specific Company and other Atlanta concerns. A feature of the exhibit was the "Four-in-One" pay envelope, designed and manufactured by the company, whose plant on Stewart avenue has a capacity of 500,000 envelopes a day.

The Atlanta and Lowry National Bank showed the original safe of the company, used shortly after the close of the war between the states, together with the first ledger used by the institution in contrast with modern banking equipment, and the C. A. Dahl Flower Company showed an artistic bower

made of wire and decorated with artificial wisteria.

It would be impossible to enumerate all of the interesting features of the exposition. Many lines of furniture, for example, were shown, among them beds, by the Southern Spring Bed Company; breakfast room sets and screens, by the Spratt Chair Company, which showed a wonderful line Zachary Manufacturing Company, whose booth was uniquely of oriental breakfast room sets and screens; brooms by the Zachary Manufacturing Company, whose booth was uniquely thatched with brooms; coffins by the Atlanta Casket Company and the Gate City Coffin Company; furnaces by the Moncrief Furnace Company; refrigerators by the Givens Refrigerator Company; showcases by the Carter Show Case Company; stoves by the Atlanta Stove Company, not to mention general furniture by the Carmichael, Knott & Carbisshael and Fox companies, whose beautiful exhibits filled a large part of the auditorium and its stage and annex.

Food products were no less widely represented. Among the made-in-Atlanta foods shown were beverages by the Coca-Cola and Nu-Grape companies; candy by the Frank E. Block and Brower candy companies; canned goods by the Tuno Packing Company; coffee by the Fletcher and Wilson and Maddox coffee companies; flour by the Atlanta Milling Company; lard by the Swift Manufacturing Company; mayonnaise by the Richard Hellman and Henard mayonnaise companies; oil by the International Vegetable Oil Company; syrup by the Cairo Syrup Company, and general food products by the McCord-Stewart Company.

Not very thrilling exhibits, perhaps, but indicative of the great importance of Atlanta as a food-manufacturing center for the Southeast.

That, in a nut shell, expresses the spirit of Atlanta manufacturers—they go out and get things done.

There were other exhibits, but it would be useless to try and name all of them. It must suffice to say that the exposition was a success in showing the wide range of products—from candy boxes to platinum jewelry and from bow ties to coffins—made in the city and its environs. It was impressive in its very diversity, and those who visited it left with a new impression of the wide range and national distribution of the products made in Atlanta.

Election on \$1,500,000 Courthouse.

Tampa, Fla.—Following the receipt of recommendations of the grand jury requesting a new courthouse, Hillsborough County Commissioners have voted to call an election in October on a bond issue of \$1,500,000 for the erection of a 14-story building on the site of the present structure. The exact date for the election has not been determined, this detail having been left to T. M. Shackelford, Jr., County Attorney, who is expected to fix a date within a short time.

A New Use for Cotton Found in the Rapid Development of Duco Paint.

At the paint and varnish convention of the Du Pont Company, held in Philadelphia last week, it was brought out that brush Duco, the new form of Duco for home uses, has been going ahead by leaps and bounds. It was placed on the market last April, and in the first three months between 4,000,000 and 5,000,000 cans were distributed throughout the country, establishing the fastest selling record for any finish specialty of this kind. The introduction of brush Duco into the field of finishes means a larger use of cotton, on which its manufacture is based. The production of Duco stains, a new type of finish, was also announced at the convention. It has the Duco characteristics of durability and quick-drying. The convention was attended by salesmen representing all the Southern states.

\$700,000 Centrifugal-Pipe Plant Completed at Birmingham.

The new addition to the plant of the American Cast Iron Pipe Company, Birmingham, Ala., has just been completed at a cost of approximately \$700,000.

The new plant is capable of being operated 24 hours per day and has a nominal capacity of 50,000 feet of Mono-cast pipe per day, with a range of sizes from 4-inch to 12-inch, inclusive. The pipe machines and all equipment connected with them are adjustable and interchangeable, so far as pipe sizes are concerned, and any machine can be adjusted to handle any size pipe from 4 inch to 12 inch.

The building has an area of 46,000 square feet, approximately half of which has a basement. The character of the building is reinforced concrete, structural steel and asbestos-protected metal and steel sash. The work was executed under direction of American Cast Iron Pipe Company's engineers. All concrete work was let to Day & Sachs, contractors, of Birmingham. Structural steel was furnished and erected by Virginia Bridge and Iron Company, Birmingham and Roanoke, Va. Asbestos-protected metal roofing and siding were furnished by H. H. Robertson Company, Pittsburgh, Pa. Steel sash were furnished by Truscon Steel Company, Youngstown, Ohio. Sand-handling machinery was furnished by Link-Belt Company, Chicago, Ill. Core ovens and heating ovens were furnished by Young Brothers Company, Detroit, Mich. Pipe-casting machines and other equipment were made and assembled by the American Cast Iron Pipe Company organization, with the assistance of local foundries and machine shops.

This plant was described in full in the MANUFACTURERS RECORD of April 15, 1926.



NEW MONO-CAST CENTRIFUGAL PIPE PLANT AT BIRMINGHAM.

Southern Exposition Progress.

Greenville, S. C., August 8.

Editor Manufacturers Record:

The state of Florida is preparing to make the most complete display of its products ever assembled at the Southern Exposition, which opens in the Madison Square Garden, New York, October 2. This task has been undertaken by the State Chamber of Commerce, of which Mr. Herman A. Dann of St. Petersburg is president and Mr. George H. Baldwin of Jacksonville is vice-president. The directors include 30 of the most eminent citizens of Florida.

Florida has signed a contract for 5000 square feet in the center of the building, including an entire block. On one side will be the Alabama exhibit. Her display took the prize last year. On the other side Georgia will make her display. Mr. Dann has given instructions to his staff to make the display at the Southern Exposition one that will be a credit to Florida. It will not only include citrus fruits, which many people think are the principal products of Florida, but grains, grasses and other valuable farm products. There will also be shown products of the mines and forests and a great variety of things from industrial plants.

Close behind the amount of space taken by Florida is South Carolina. For a number of months past a committee headed by Mr. Ben M. Sawyer, in co-operation with the Department of Agriculture and Clemson College, has been preparing to show in a comprehensive way what South Carolina has to offer to the capitalist and the homeseeker. Mr. A. H. Gilbert, chief inspector of the department, is the active head of the field force. Charleston, Columbia, Greenville, Spartanburg, Anderson, Florence and other cities are contributing cordially. Every resource of the state will be shown.

Preparations in the other states are going on. State representatives are busy in Virginia, North Carolina, Georgia, Alabama, Mississippi, Louisiana, Texas, Oklahoma, Kentucky and Tennessee. In the last named state the Tennessee Electric Power Company has taken a large space, as has also the Southern Cities Power Company. Nashville has signed up for 1200 square feet for a city exhibit. Chattanooga has taken almost as much.

Asheville, N. C., is close behind Nashville with 1000 square feet, and Atlanta, Ga., has 800 feet. The resources of most of the states will be shown by these community exhibits. A number of the most important cities in the South are working hard to complete their plans for participation. They will be announced next week.

WILLIAM G. SIRRINE.

Asks Bids on Eight-Story Office Building.

New Orleans, La.—Bids have been invited by the New Orleans Public Service, Inc., for the erection of an eight-story office building here, estimates to be received until August 24. The structure will be fireproof, of steel, brick and stone construction, with foundation to permit the erection of four additional stories. It will be equipped with six high-speed elevators. Favrot & Livaudais, Ltd., of New Orleans are the architects.

To Vote on \$9,000,000 of Bonds.

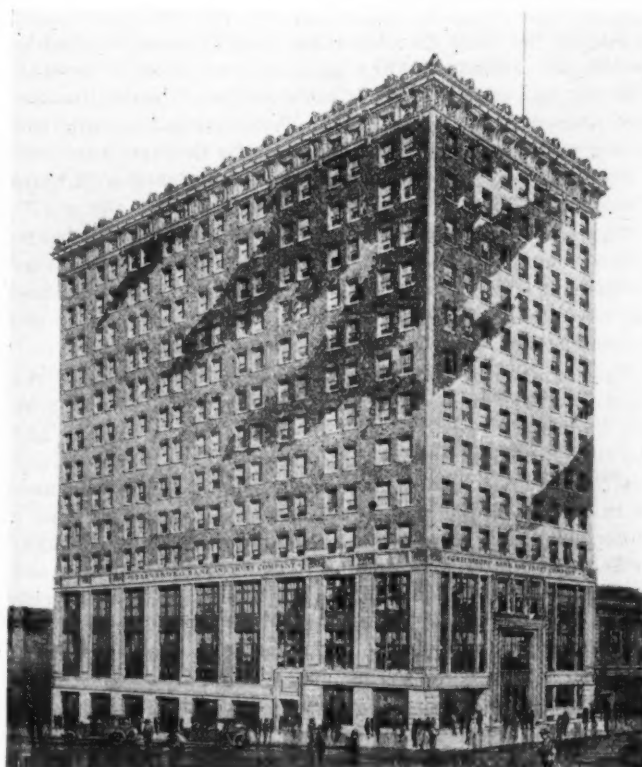
Frankfort, Ky.—Bond issues of \$5,000,000 and \$4,000,000, respectively, will be submitted to a vote of the state at the next general election on November 2. The proposed \$5,000,000 issue is embodied in an act of the General Assembly which provides for the execution and sale of bonds for the benefit of penal, correctional and charitable institutions of the state, while the proposed \$4,000,000 issue is embodied in an act to provide funds for paying outstanding warrants of the state and accrued interest.

Arkansas Firm Buys Hardwood and Pine Land—Plans \$225,000 Flooring Mill.

Fordyce, Ark.—The purchase of 20,000 acres of hardwood and pine timber lands from the Stout Lumber Company at Thornton, Ark., for a consideration of \$500,000 has recently been negotiated by the Fordyce Lumber Company, which operates a large lumber mill here. It is the purpose of the Fordyce Company to build a flooring mill on a site adjoining its present plant, with four new dry kilns, at a cost of approximately \$225,000. Using 70,000 feet of hardwood lumber produced by the Fordyce Lumber Company and the Crossett Lumber Company, it is said that the new mill will make about 50,000 feet of flooring per day.

\$1,250,000 Bank Building Under Construction at Greensboro.

Construction of the new 12-story bank and office building at Greensboro, N. C., for the Greensboro Bank and Trust Company of that city is progressing, general contract having been awarded recently to the Angle-Blackford Company of Greensboro. The structure will be fireproof, of steel and reinforced concrete, faced with granite, terra cotta and rough face brick, to cost \$1,250,000 complete. It will contain banking rooms, including safe deposit and storage vaults, five stores and upward of 300 office rooms. The structure will



NEW BUILDING FOR GREENSBORO BANK & TRUST CO.

front 72.4 feet on Elm street and 144 feet on Washington street. Charles C. Hartmann of Greensboro is the architect and Van A. R. Saxe of Baltimore is the engineer.

The following sub-contracts have been awarded: Two-pipe vapor system of heat, B. Mackenzie; electrical work, Michael-Bivens Electric Company; plumbing, Crutchfield Plumbing Company, all of Greensboro; three passenger and one freight elevator, Greensboro office of Otis Elevator Company, New York; structural steel, Dietrich Bros., Baltimore; reinforcing steel, Concrete Steel Company, Norfolk, Va.; terra cotta, Federal Terra Cotta Company, New York.

Why Some Chain Banks in Florida Suspended.

State of Florida,
Comptroller's Office.

Tallahassee, August 5.

Editor Manufacturers Record:

Your letter of the 30th ultimo, addressed to the State Bank Examiner of Florida, is before me for reply. The State Comptroller is in charge of state banks and trust companies in Florida and the banking department is a division of the comptroller's office.

I am very glad indeed that you wrote me, and I am fully appreciative of the opportunity to give you what I believe to be the real facts bringing about the recent unfortunate bank situation in Florida.

For the past 15 years or more the "system" banks, of which the Bankers Trust Company of Atlanta, Ga., was the parent organization, has placed back and forth call money and also other obligations in the form of bills receivable and so-called commercial paper. During the season when the Florida banks affiliated with this "system" had an increase in deposits, this seasonal increase found its way through the Bankers Trust Company into the affiliated banks in Georgia and other sections in the form of call money and also a portion of this seasonal surplus was absorbed by loans financed by the "system," which loans were either rated as demand loans or of short-term maturity.

Prior to this spring this call money and the money used to finance the loans mentioned had always been returned to the Florida affiliated banks as needed or when demanded. This spring, however, the Florida affiliated banks, for the first time, were unable to obtain the repayment of this call money and were unable to collect on the demand loans and other receivables when due that had been placed with them through this "system."

The seasonal decline in deposits in the Florida banks began earlier than usual this spring and was augmented by the general slump in activities in south Florida and the flowing back to other sections of the country of some of the surplus money that had been brought to Florida.

This demand arising possibly somewhat earlier than the Bankers Trust Company officials anticipated may have been the immediate cause for the Bankers Trust Company and the Georgia banks' inability to respond to the demands, and yet there seems now to have been some general weakness in the assets of the Bankers Trust Company, as well as a frozen condition of the assets of many of its affiliated banks in Georgia. In either event the Bankers Trust Company and its affiliated Georgia banks were unable to pay the Florida banks the call money which was due on demand and the loans also due on demand, not to mention the other short-time loans that were falling due.

At the first indication that the "system" was not meeting the calls of the Florida banks for the return of their call money I held conferences with the officials of that "system," and in those conferences the officials of the same stated they would be able to meet all of these demands if given a little time and that the reason why they were unable to meet them at once was because the season for the Georgia banks to retire their obligations and for their deposits to increase would not take place for about three months. During this interim the "system" proposed to make all possible collections and pay off the Florida banks as rapidly as possible. These payments, however, were much less than the Florida banks expected and amounted to such a small percentage of the total due the Florida banks as to be totally inadequate to meet the situation.

In order that you might see the failure of the "system"

banks in Georgia to respond in anything like an adequate measure to meet the needs of Florida banks in their seasonal decline I will mention that the total amount due the Florida banks by the "system" was something more than \$10,000,000, and the amount of the remittances to these banks during March, April and May, when the need of the Florida affiliated banks was acute, amounted to about \$250,000.

This, of course, was an impossible situation and the matter finally came to an issue when the Florida affiliated banks ascertained that not only were they unable to obtain the return of the money owed to them by the Georgia banks and the parent bank of the "system" in Georgia, but other avenues of financing had been closed to them until they should secure the repayment of what was due them by the "system" or should divest themselves of all connection with it.

At this point a number of the Florida banks suspended payment. When this crisis had actually been reached, of course, the "system" banks in Georgia were no longer able to remain open doing business as usual when the Florida banks were having to suspend because of the failure of the Georgia "system" banks to meet demand obligations due to the Florida "system" banks.

There was no Florida real estate paper of any appreciable amount held by the Florida banks, either in or out of this "system."

In your letter of the 30th you sum up the situation admirably in the last paragraph, in which you said:

"The statement has been made that Florida banks in the chain had sent a large amount of money to the trust company in Atlanta which represented all of these banks, and when they wanted the money they could not get it, the Bankers Trust Company having in some way utilized this money so that it was not available when the Florida chain banks needed it."

ERNEST AMOS, Comptroller.

A Florida Banker Outlines the Situation.

Florida National Bank.

Jacksonville, Fla., July 27.

Editor Manufacturers Record:

I very greatly appreciate what you are doing for the benefit of Florida in so graphically and forcefully presenting the truth of the situation as it exists here.

We feel that the financial condition of Florida and its general outlook are very satisfactory. The only financial troubles we have experienced have been practically confined to approximately 30 small banks, members of a chain, with headquarters in Atlanta, Ga. These banks in the flush season of last winter had transferred approximately \$10,000,000 of their money to the Bankers Trust Company of Atlanta, with the understanding that they could draw on it when in need. Unfortunately, when they needed it they could not get it, and naturally they had to close their doors.

The independent banks of the state, which number more than 200 institutions, and which are managed locally, are in good shape and condition, maintaining their deposits admirably well, and being in sufficient liquid condition to go through the summer seasonal decline in deposits.

The building program is keeping up at a good rate throughout the state, and is particularly brisk and active here in Jacksonville, and on the whole we feel that Florida is really going to be better off, in the long run, to be rid of this chain-bank system, and will continue to grow and prosper at a wonderful rate.

GILES L. WILSON, Vice-President.

Soundness and Prosperity of Florida Are Proclaimed by Deland.

Deland, Fla., July 31.

Editor Manufacturers Record:

May we add our bit to help out in the wonderful fight you are making to broadcast Truth, in the form of irrefutable statistics covering the development of Florida and other Southern states? Your publication stands out as the greatest single factor in laying the ghost of slander that has been stalking abroad in this country of ours.

The followers of irresponsible speculators who gambled and lost—and having lost, lied—must succumb to your broadsides of figures based on actualities.

Two public utilities here are expending \$12,000,000 in power plants, less than three miles apart. Records are being broken in speed of construction. Small towns have grown up around them and both will be in operation in 90 days.

The Southern Bell Telephone Company is spending \$70,000 in extension of lines throughout this expanding city.

Bank resources were \$2,500,000 more on July 1, 1926, than on the same date in 1925.

Real estate transfers showed over 2000 instruments more in the first six months of this year than in the same period last year. The tax assessor reports 672 new homes built here from July 1, 1925, to the same date 1926. One hundred homes are now under construction, one new hotel is building and another is planned; 12 business buildings were built and are building since January 1; new city hall and new school are under construction.

There was a \$3,000,000 citrus crop last year, and a bumper crop is in sight for this year. An immense vegetable crop brought big money and hundreds more acres are under cultivation now. Seven million paper-white narcissus are planted in the county now. A failure in these was never known in this section, according to a statement of Dr. Griffiths of the United States Department of Agriculture.

The Atlantic Coast Line Railroad reports a special daily freight train allotted to Deland for the carrying of merchandise and building supplies.

The per capita wealth of this city of 12,500 is \$750 for each man, woman and child, white and colored.

E. W. BROWN, Mayor, City of Deland.

Strong Bank Situation.

The Citizens Bank.

Frostproof, Fla., July 26.

Editor Manufacturers Record:

I have just read the editorial, "The Florida Situation and the Future of That State," with a great deal of interest, and appreciate what you say therein.

Several of my customers have brought in those stickers the Mortgage and Acceptance Corporation mailed out, and so far each of them has resented the slur on the banks of Florida, for it is a mighty rare thing around here to find a man who does not believe in Florida as a whole, and the ridge section in particular.

I have read bank statement after statement and, on the whole, I have never seen any better statements by any banks than we of Florida have put out.

Enclosed you will find our statement as of June 30, which we will be glad to have you look over as coming from one of the smaller banks in one of the small towns of Florida. Here we have around 2000 people and two banks. We are now building a new home, and this we believe will do more to put our town to the front and impress people with our stability than almost anything else.

We enclose our check for a year's subscription.

A. D. MATHEWS, Cashier.

The Truth Spoken, As We See It, About Florida.

Kiwanis Club.

St. Augustine, Fla., July 28.

Editor Manufacturers Record:

By unanimous vote our club went on record today as deeply appreciating your article of 22d inst., "The Florida Situation and the Future of That State."

Certainly no publication of today has contributed more to the success and progress of Florida than has the MANUFACTURERS RECORD. May we say again that we are grateful for the stand that you take and maintain when Florida's name is in question.

OBE P. GOODE, President.

What One Old and Prosperous Florida Town Is Doing.

Marianna, Fla., July 26.

Editor Manufacturers Record:

I want to thank you for the editorial in your issue of July 22 on "The Florida Situation and the Future of That State," for it impartially shows the real situation concerning the financial condition of Florida.

We are all, as a human race, partial to our own yard, but it has always been a pity that when one person or community begins to prosper or make good there is more or less jealousy aroused, with the back-biting that follows. So it is with Florida, but it is yet, as your leaflet states, the "future" best state in value, financially, in the Union, for somehow every knock seems to be a boost.

Even those that have not seen Florida as it really is are coming down here purely to look at "what has been." But when they see it as it is, practically 90 per cent of them get, or try, to get something in Florida.

Take our little town of Marianna. It is old—in fact, one little battle between the Union and Confederate forces was fought in the main street of old Marianna in 1864—yet we have only about 3500 people here now; so it is not a mushroom place, but one of the finest little towns in the world. We have over five miles of paved streets, and will commence paving an additional five miles within 30 days. We will build a \$150,000 schoolhouse this fall; we are just completing a \$200,000 hotel, and lime-rock concerns, just outside the city limits, are expending over \$200,000. Our two banks are among the best that can be found. I am enclosing a statement from both of them as of June 30.

JAMES A. SMITH.

Good Times in Georgia.

The Citizens and Southern Bank.

Atlanta, Ga., July 30.

Editor Manufacturers Record:

I have read with much interest your article appearing on the front cover of your July issue commenting on "Banking and General Business Conditions in Georgia and Florida."

You have clearly and concisely set forth conditions as they exist, and I wish to thank you, and at the same time congratulate you on the splendid service you have rendered.

Outside of the small chain of banks that have failed, and which seemed inevitable, conditions in Georgia are sound; we are blessed with good crops—tobacco, fruits, melons and peaches, corn and cotton. The effect of the failure of these "chain banks" has been very much exaggerated. Business as a whole is most satisfactory, and with our "bumper crops" and the many new industries locating in the South we are most optimistic over the prosperity and development here.

FRANK HAWKINS, Chairman.

Henry M. Leland Writes of the Horrors of the Narcotic Drug Evil.

By HENRY M. LELAND, Detroit.

[Long known as the "Grand Old Man of Detroit," indeed he might be called the Grand Old Man of America, for he is one of those citizens justly acclaimed by the entire country as one of its foremost figures and leaders and workers, appalled by the increase in the narcotic drug evil, Mr. Leland has written some startling statements in the following letter to the Manufacturers Record as to the extent of this evil and how the bootleg element is carrying on its deadly work in the sale of narcotic drugs and in making new addicts in order to increase the demand for these drugs. The increase in the drug habit is not confined to the United States. It has been rapidly growing in Europe and other countries, and some months ago it was suggested in Europe that an international convention should be held in order to devise some way to lessen the drug habit. We invite the attention of our readers to the statements made by Mr. Leland.—Editor Manufacturers Record.]

I am sending you under separate cover a booklet entitled "The Menace of the Living Dead"; also a five-page bulletin, both of which are self-explanatory. I have taken the liberty of marking some of the pertinent passages in the booklet. I hope, Mr. Edmonds, that you can find time out of your active and busy life to read these booklets carefully, because they are informing on the question which this letter discusses.

I believe we have in these poison-drug bootleggers the same unscrupulous disregard for the public and the victims of the narcotic habit that has characterized the conscienceless propaganda to destroy the Eighteenth Amendment and increase the alcohol content in beer—the terrible effect of which would be to bring back again the thousands upon thousands of well-lighted saloons which were perhaps the greatest blight of our Twentieth Century civilization.

May I call your attention to a few of the serious things that are in my mind with regard to the menace of this narcotic habit?

One of our officers who has just returned from the International Narcotic Convention, held in Philadelphia recently, tells us that statistics gathered by the United States Government were given out at that convention showing that there were in 1919 in the United States 1,900,000 of these confirmed drug addicts and that 1000 new recruits were being added daily to this great army of crime and misery. So that when we say there are now 3,000,000 of these wrecks of humanity in this country, it is a conservative statement.

Now, as to the money loss. We have records of addicts who have for years spent as high as \$30 daily for drugs, and of others all the way down to \$5 daily.

We have a man in this city who has given much of his time for the past 13 years to this problem. He estimates that the minimum daily amount spent by each of these addicts is \$5. If we take this figure as a minimum—because there is no justification for inflation, the real facts being too terrible for that—we then find that the 3,000,000 drug addicts in the United States spend in cash \$15,000,000 per day, or about \$5,500,000,000 annually.

Now, this vast amount does not show the enormous economic loss. Most of these addicts are incapable of earning this money and so they get it any way they can—by shoplifting, by robbing our automobiles of anything they can get from them on our roads or streets, or by holding up pedestrians, stores, banks. They do not hesitate to commit murder, because they must have the dope and they cannot get it without money, and they want it more desperately than any normal man ever wanted anything in his life. So they resort to all kinds of criminality. They

steal a tire which perhaps cost the owner \$30, but for which they get \$5 or \$10. They take a watch which may have cost \$100, but for which they get \$20. They steal a ring that cost \$25 and get \$5 for it. They break into a house and steal a suit of clothes which cost \$75, but for which they get perhaps \$10.

The foregoing will illustrate the point that \$5,500,000,000 annually spent by these drug addicts does not at all represent the economic loss which the community sustains.

This statement is well within the facts and is serious enough to make every American citizen pause and think. But this is not all. There are 1000 of these addicts produced every day. Every year 365,000 of these helpless, hopeless creatures are added to the destructive forces of this country. And all of these wretched people are drawn from the useful members of society, from our productive forces.

I want to say here that the Detroit Police Department has a most competent and efficient narcotic division. These men tell us from information gathered by them during the last 13 years that we have in the city of Detroit not less than 10,000 of these drug addicts and they have become our greatest problem, and are perhaps the worst criminals that ever invaded any community.

Our state authorities assure us there are 10,000 similar addicts in the state outside of Detroit.

"An addict, to avoid physical pain beyond description, must have his drug. In the majority of cases he is a physical derelict. The only avenue open for him to obtain his supply is through crime. Their crimes extend from petty theft to the most heinous murder. But, worst of all, their arms are outstretched to lure our boys and girls, through craft and cunning, down to their own degraded level.

"The economic loss to the state of Michigan through its 20,000 narcotic drug addicts is appalling. Based upon the average daily cost of \$5 per person for illicit drugs, \$100,000 a day is spent, or the stupendous sum of \$36,500,000 a year. A terrible waste to the state."

If you are in doubt about where and how these degraded people get all this destructive dope, let me say our country is being overrun with drug bootleggers just the same as it has been overrun with the whisky bootlegger, and for the same reasons.

"Investigation shows that raw opium may be bought in Asia at \$8 per pound. One pound produces 1.6 ounces of morphine. One ounce of morphine sells on Michigan streets for approximately \$480. Therefore, one pound of raw opium costing \$8, illicitly smuggled into Michigan, produces 1.6 ounces of morphine selling for approximately \$768, or at a profit of 9600 per cent."

If we keep these enormous profits in mind we have no difficulty in realizing why fiends in human form are preying upon our citizens and upon our school children. A little reflection will indicate that these 20,000 addicts in Michigan are responsible for most of our great wave of crime.

"A silent horror to themselves, without strength to work,

with an insatiable craving for expensive drugs which cannot be secured lawfully, they are thrown into the underworld. One young Kansas City addict is known to have spent \$20,000 for narcotics alone in eight years, never earning one cent lawfully during that period.

"The additional levy upon the public through crime committed by narcotic drug addicts is declared by police authorities to be between \$35 and \$50 per addict daily.

"Thus, from an economic standpoint, there are in Michigan today over 20,000 bankrupts, 20,000 criminals at large and 20,000 human wrecks which no social agency yet has been able to cope with. The drain on Michigan's public and private purse is estimated at more than \$250,000,000

"Many of these unfortunates were addicted to drugs through misplaced confidence in friends who were themselves users of narcotic drugs. But the majority, according to eminent authorities, are the deliberately sought victims of drug peddlers, themselves addicts, who, with a view to easily obtaining the drugs and with even baser motives, seek new victims among those of school age through the use of drug-treated sweets, sandwiches or powders recommended by them to 'make study easier' or 'to prevent that tired feeling' after a gay night."

It has been authoritatively stated that 90 per cent of the petty crimes committed in this country can be directly attributed to the users of narcotic drugs. This throws a flood of light on the misleading statements which have been broadcasted in the newspapers of the country and heralded by wet propagandists of high and low degree, to the effect that the Eighteenth Amendment is responsible for the great wave of crime which is being experienced. The facts heretofore alluded to demonstrate that this propaganda is as false as were the malicious charges made against the martyrs during the Dark Ages.

Those who are giving their lives to stem this evil have demonstrated that four active hours can be spent each night for two weeks in visiting these dens and hell-holes in the city of Detroit without repeating a single visit, and we are informed that Detroit is no worse than any other city of its size.

The reason for all this is not far to seek. When a profit of \$400 an ounce can be made on this detestable drug, it is not difficult to find creatures in human form so low, so unscrupulous, so shameless that they will sell their own souls and those of other men and women as well as of the fine boys and girls coming from noble homes in all walks of life. No home, however well guarded, is immune to the scourge of this cunning brute in human form who lies in wait on the street, in the dance hall and even at the school entrance. In his greed for profit he destroys manhood and womanhood and all that life holds dear, and implants an insatiable passion which the victim is powerless to master when once he has become subject to its fiendish and merciless slavery.

Fort Myers Wants Deep Channel to the Gulf.

The Fort Myers Chamber of Commerce, Fort Myers, Fla., has published a book of 48 pages, written by W. W. Fineren, waterways engineer of that organization, which tells all about the growth of Fort Myers, as shown in an exhaustive survey for basing an indisputable argument in behalf of a deep-water channel from Fort Myers to the Gulf of Mexico. S. O. Godman, president of the Chamber of Commerce, says in the foreword that deep water for the city has been made its purpose for the year 1926, and the first step was employment of Mr. Fineren, who for 23 years was with the United States Government work on river and harbor improvements and port development. Mr. Fineren's narrative, which covers 19 pages of the book, tells broadly and fully the advancement of Fort Myers from its early days to its present importance and magnitude. It is most interesting and impressive. The beauty and the advantages of the Fort Myers section of Florida are comprehensively shown.

Power Development in Northwest Tennessee.

By R. L. WHITCOMB, Publicity Department, Martin Chamber of Commerce, Martin, Tenn.

The Associated Gas and Electric Company, Martin, Tenn., operating through its subsidiary, the Kentucky-Tennessee Light and Power Company, with Tennessee headquarters at Martin, has purchased 18 municipal plants in northwest Tennessee, in seven counties having a population of approximately 200,000 people, in connection with a program of electrical and power development intended for northwest Tennessee and southwest Kentucky. The expenditures so far involve approximately \$2,000,000, and with the completion of the high-tension transmission line under construction the properties and lines will represent an investment in excess of \$2,500,000.

The company's intention is to connect western properties with the Bowling Green, Hopkinsville and Clarksville group, with principal generating plant, for the present, at Hopkinsville, Ky. The Hopkinsville-Martin line will likely be 110,000 volts, steel towers. Property acquisition and construction work in this new field began less than two years ago. Not including the Martin-Hopkinsville line, the transmission line mileage, including that now under construction, will exceed 150 miles. A large central station has been constructed at Martin which supplies current to all the west Tennessee properties and wholesales current to the Kentucky Utilities Company at Fulton, Ky.

The investment of the Associated Company in this territory was brought about largely through the attractiveness presented by labor conditions in this territory. It is estimated that in the Tennessee district alone, now served from Martin, there is a labor supply of approximately 40,000 men and women, all native American labor.

On the completion of the entire project, power costs as low as are enjoyed in any other portion of the South will be available to this section, and with exceedingly large and competent labor supply it is believed that this district will attract a large number of factories and industries.

Probably no section of the South is better equipped proportionally with railroad facilities, or has so many beautiful little communities with churches, schools and modern conveniences of all kinds. Practically every little city in the territory has an unlimited supply of pure water and many have sewers. There are a number of well-established colleges, and the communities in the Tennessee district are being rapidly laced together by the best type of hard-surface roads. The population is law-abiding and industrious and progressive, of pure Anglo-Saxon blood.

Martin, the "Hub of Northwest Tennessee," a town of about 5000 population, has hospitals, junior college, county high school, paved streets, concrete sidewalks, residential sewer system, storm sewers, street lighting system and public improvements usually expected of towns of much larger size. It has 27 acres of parks, with wading pool and all playground apparatus, and a \$10,000 Harmon athletic field. Martin won third place in a state contest for the best place in which to rear children. Twenty thousand people gather here annually in the Fourth of July celebrations.

A recent census of dairy cows taken by the Chamber of Commerce shows 40,000 within a radius of a few miles around Martin. The Chamber of Commerce is preparing a \$1500 book telling about Martin, which will be ready for distribution in a short time.

Northwest Tennessee is essentially an agricultural and trucking territory. It is far enough south to enjoy mild winters and still to enjoy comfortable summers. The territory invites industries.

NEWS AND VIEWS FROM OUR READERS

[Publication in this department of letters from our readers does not mean that we either approve or disapprove the views expressed. We believe in a full and frank discussion of the mighty questions of the hour, for only in this way can the truth be found. Therefore we often publish letters with which we do not agree.—Editor Manufacturers Record.]

Information Wanted.

W. F. MARSHALL, Raleigh, N. C.

Are the Southern states, or any of them, as business units, making money? If so, which of them are or are not getting ahead, and to what source is the gain or loss attributable?

Any pamphlet or article you have published, or know of, that will aid one in finding an intelligent answer to these questions will be gratefully received.

Current bank deposits may reflect the volume of business going on; they do not register an accurate reply to the questions asked. A better register is found in growth of savings deposits (banks, building and loan and postal); but my banker tells me that while there is some growth here, it is nothing like what it should be; that our people are saving—that is, getting ahead—very little.

Take North Carolina: We sell to outside consumers some manufactured products, some lumber, some tobacco, some cotton. We buy from the outside our coal, petroleum products, lime, cement, automobiles. When we have collected for all that we sell and paid for all that we buy, is there enough left to pay our Federal taxes and take care of the interest on bonds standing against towns, townships, school districts, cities, counties and the state at large and still show a profit?

I should like exceedingly to have accurate data in answer to this question with respect to North Carolina and its sister states in the South.

Would Cancel Allies' "Debts."

H. B. GRINER, Cairo, Ga.

Some time ago I wrote you that, as I viewed the situation, the war debts due us from our Allies should at least be reduced, and the only proper solution would be to charge them off to profit and loss account; but, also, that any reduction should so be made as not to force the American taxpayer to pay any more taxes. In talking with many men, including croppers and renters on my farms, I hear their plaint: "I have the produce—I have the manufactured goods, but because of lack of markets I have made a profit in only one or two years in the last five years. Collections are slow, and I have meat, syrup, corn and various other things in my storehouse, some three or four years old." Good business men say that if the European situation were settled they would know how things stand, but at present they live in a hand-to-mouth system of selling and buying.

My solution of the matter, although it will hit me as a large taxpayer in my community, runs right in line with your advanced idea, "Cancellation of the Allies' War Debts"—that is, the Allies' debts to the United States. Suppose I owed a man \$1,000,000 and had resources of only \$200,000 to draw interest from as an investment—would he lend me money or sell me goods on credit? Would one have faith in a banker or other person who would extend such credit? But, suppose you handed over to me \$500,000 as a gift; I then would have \$700,000 with which to operate, without paying interest on it; then, I could get goods on credit.

In April, 1917, when everyone in Florida was tremendously busy, we turned to war activities and began buying American bonds and furnishing boys for the service, and every family father cried, "Furnish material things, float bonds—save American blood." So fathers and mothers who did not have money borrowed it, sometimes at 8 or 10 or 12 per cent, and

bought bonds carrying 4½ per cent interest or lower. Now all I hear is, "Make our Allies pay" the money which we furnished to save our boys. Of course, money which we furnished them before we got into the war is a different matter.

The world is full of socialism and socialism is spreading in the United States. You will recall how socialism came to Russia when the Czar had the largest gold reserve in the world, as the United States has now. Many persons in America now live in luxury, while the actual tillers of the soil hardly can pay taxes.

To enjoy prosperity our country must have markets, and to open European markets we must cancel the war debts claimed by us, especially as they are not true or just debts. When these debts are cancelled, the United States can enter the European market with every known American product, thus promoting the prosperity of the American farmer and laborer and of the European farmer and laborer, and so saving the whole world from socialism.

Does a man pay an unjust "debt" except when forced to do so? If some leader does not arise to compel the cancellation of these debts, there is apt to be a socialistic revolution. The United States gained wealth in the World War, and in persecuting the Allies by demanding payment of unjust "debts" we are causing the whole world to hate us.

Suggests Spark Arresters on Locomotives to Save Timber Damage.

W. S. RANDALL, Marion Junction, Ala.

Knowing that you at all times are vastly interested in the advancement of the South, I am taking this liberty of writing you in regard to a matter that is doing almost as much damage as anything for destruction of young timber and other harm to country life as a whole.

Railroad trains, as they are operated today with open smokestacks on engines, are causing fires in fall and spring and sometimes during winter in our fields and woods, and young timber has been burned. I know of one place that had been cut over and there were literally thousands of young pine trees from 1 year to 4 years old that were burned; these all went along with the fire. If there could be a law requiring that locomotives shall have spark arresters so that the sparks would not fly farther than the roadway no damage would result to our property.

We also have in our country, as elsewhere, a drifting, shiftless bunch of farm hands, who hunt on large plantations, even if it is against the law, and also on hundreds of thousands of acres of cut-over lands, and they will set fields and woods afire to make the hunting grounds so that they can quickly kill more game. If landowners get after them they try to put the blame on the railroads, but if such a law was passed to require that engines shall have spark arresters, the result would be stoppage of 80 to 90 per cent of the field and woods fires and also save many houses and other property from fire, yet the cost would not be great.

If this idea is feasible and practical, I would like to have it agitated and at the next session of our legislature get a bill passed that would serve this very purpose.

Bonds for \$200,000 to cover the cost of buildings and equipment at the county detention home will be advertised on September 7 by the Pinellas County Board of Commissioners, Clearwater, Fla.

THE IRON AND STEEL SITUATION

Steel Production Continues Steady.

Pittsburgh, August 9—[Special.]—Steel-mill operations have increased slightly in the past fortnight in the Pittsburgh, Wheeling and Youngstown district, while there has been a little decrease in the Chicago district. That decrease is attributed to lighter rail-shipping requirements. The Gary mill rolled 8000 tons of rails in the last week of July, while early in the summer it ran as high as 18,500 tons a week. The Pittsburgh and Youngstown mills will soon have a considerable decrease in rail shipments, while the Alabama rail mill keeps a fairly steady operation throughout the year.

Steel production on the whole was at approximately the same rate in July as in June, and the prospect is the same for August. This steadiness is unusual, but is by no means unnatural. It represents no change in underlying conditions, as to the ultimate consumption of steel, but it does represent the changed style of doing business, whereby there is no anticipation, but hand-to-mouth buying instead, and no stocking and then liquidating.

Although steel production made a new calendar-year record in 1925, production thus far this year has been about 10 per cent above production in the same period of last year. There is a remarkable prolongation of production at a record high level, yet as the time passes there is no evidence that demand has overshot natural and legitimate requirements, no sign that too much steel has been consumed or put into utilization, requiring a rest period afterwards for the country to grow up. Instead, the consumption seems to show increased vitality as it proceeds.

It appears easier and easier for the steel to be absorbed. The distribution is very widespread. A striking illustration is that furnished by freight-car building. In the past that activity was counted upon to absorb much steel, and it was held that the steel industry could not be very active without car building. There has been no freight-car buying of consequence for about five months, and on July 1 the railroads had only 37,253 freight cars on order. Yet production of steel in the past two months has been at a higher rate than the average in any calendar year on record, not excluding the war years.

Fabricated steel lettings reported last week were particularly light, only 18,000 tons, and the average since July 1 is 20 per cent below the average in the first half of the year. The fabricating shops are well booked for a time and are taking plain shapes from mills and shipping fabricated material at a much higher rate than their current bookings. In the first half of the year their shipments ran 12 per cent above their bookings.

Agricultural implement works slowed down much less than usual for the summer, and are expected to have greater activity in the next few months. Automobile-trade activity is fully up to what should be expected for this time of year. Oil and gas well drilling continues very heavy. There is no decrease in buying of oil-country tubular goods, and none seems likely until rather late in the year, when weather will affect operations in Northern fields. Pipe mills are promising deliveries on new orders and specifications from regular customers in four to five weeks, this being the only steel line in which deliveries are really behindhand. In merchant pipe there is fully sustained demand, but deliveries are fairly prompt. Tinplate mills are under unusual pressure for the summer, with a combination of heavy export demand, due to the British coal strike interrupting Welsh production and to

many of the canning crops turning out better than expected.

Steel prices are very steady all along the line. Constant and strenuous sales effort is required to maintain mill operations, but price cutting is not resorted to. Sheet prices show a range and are claimed to be a shade stiffer than a month ago.

Pig-iron generally is rather dull after the recent heavy movement. Heavy melting steel scrap in the Pittsburgh district has stiffened slightly.

Pig-Iron and Steel Market Good.

Birmingham, Ala., August 9—[Special.]—While the pig-iron market activity during the past week or two has consisted mainly of small-lot orders, the unfilled tonnage on books of blast-furnace companies, foundry iron makers, is sufficient to warrant confidence. A very large proportion of the probable make of the next 60 days has been sold and the small-lot business is absorbing the remainder of the tonnage right along. But one of the larger interests has intimated a little cessation in the trade, the soil pipe and fittings manufacturers, but this lagging promises to be short-lived, as much building is still in sight and many apartment houses and big buildings are included, structures which require soil pipe. The larger melters, the pressure-pipe makers, are operating plants to as near capacity as possible, with no prospect of an early hesitation. Machine shops and foundries are doing well, one of the larger industries of this class keeping all departments in full going and much iron being used.

Pig-iron quotations are firm at \$21 per ton, No. 2 foundry, in this district. Reports current during the past two weeks that sales have been made at \$20.50 lack confirmation. No intimation is given that iron for fourth-quarter delivery will see concession on price. Very little iron has been sold as yet for the last three months of the year, but the survey shows there will be need for the product. All plans are for continued steady make. Fourteen blast furnaces will be kept on foundry iron. One furnace is to be blown out for relining and repairing in the next few days, but another iron maker, which has been worked on for several weeks, will be ready to take its place. There is not a great amount of surplus foundry iron, on furnace yards, sufficient, however, to care for the excess demands through the remainder of the year.

Basic iron make is being kept steady to meet demands. The only deflection in this product is with the Gulf States Steel Company, which has a single blast furnace, now out for repairs. The company has considerable tonnage on yards for emergency use. Eight furnaces are making basic iron and six of them are of larger size than the average of the iron makers in the district.

The steel market here is still good, with unfilled tonnages on books which will warrant steady operation of mills and shops indefinitely. The rail mill of the Tennessee Coal, Iron and Railroad Company at Ensley has been operating to capacity for many months and shipping steadily. New business is still in sight for the remainder of the year and expectations are that within 60 days the 1927 estimates will be sounded out. This mill gets its proportion of the business arising in this section of the country, while a considerable part of the export rail business, especially that part where shipments to Japan are included, given to the Steel Corporation is allocated to this district. Increased facilities, by reason of improvements and betterments on the Warrior River barge service operated by the Government,

makes it possible for railroad and other connections so that the service can be continuous from Birmingham proper to the river, thence through the ports of Mobile and New Orleans to the entire world.

Smaller fabricating shops of this district are getting in much business from local building projects, practically all buildings requiring more or less fabricated steel. Wire and nails continue in fairly good demand. Structural steel has not lagged very much, and plate and sheet steel hold their own. Quotations for steel shapes are unchanged. Every prospect in steel is bright, and with the completion of the four additional open-hearth furnaces at Fairfield, for the Tennessee Coal, Iron and Railroad Company, the late fall will see greater tonnages of steel produced; the steel market here will literally hum.

Many rumors have been in circulation in this district as to development by the Steel Corporation. Denials have been made as to early appropriation for big development, but it is pointed to that the corporation is now working on developments which call for big expenditures and that the effort is being made to bring about completion of the work as quickly as possible. In addition to the four open-hearth furnaces, 72 large-sized, modern ovens are being built to the big by-product coke ovens of the Tennessee Coal, Iron and Railroad Company at Fairfield. In addition, other development is under way, including a steam-power plant. The developments referred to are being constructed so that there will be an elimination as far as possible to human labor, conveying system to handle the coal from the bottom of the mine to the by-product plant, another conveying system to handle the coke to the blast furnaces under construction, two iron makers with 600 tons daily each being built, and then the ore brought from Red Mountain by the highline railroad to dump the same into conveying systems. Then the molten metal will be gotten to the open-hearth furnaces and conveying machinery will carry ingots and billets farther down the line.

The coal-mining industry is now expecting improvement in conditions as fall and winter demand of domestic coal comes into sight. Railroads are beginning to take a little more fuel than during the start of summer. Labor in the mining district here looks forward to an active season ahead and is prepared for a much larger output of coal.

The coke market holds good, with the quotations firm at \$5.50 and \$6.00 being asked on spot. Many contracts are again reported, so that it is practically assured there will be no hesitation in production and shipment of the product through the remainder of the year and into next year.

The scrap iron and steel market shows no improvement. Quotations are unchanged. The only class of old material that is showing any life are the casts. Heavy melting steel is quiet and the quotations weak. The larger consumers of steel are holding off until it is absolutely necessary for them to purchase, and the indications are that the buying will not be liberal when it does start.

Pig-iron and iron and steel scrap quotations in the Birmingham district are as follows:

PIG-IRON.

No. 2 foundry, 1.75 to 2.25 per cent silicon, f. o. b. furnaces, \$21.00; No. 1 foundry, 2.25 to 2.75 per cent silicon, \$21.50; iron of 2.75 to 3.25 per cent silicon, \$22.00; iron of 3.25 to 3.75 per cent silicon, \$22.50; iron of 3.75 to 4.25 per cent silicon, \$23.00; charcoal iron, f. o. b. furnace, \$30.00.

OLD MATERIAL.

Old steel axles.....	\$17.00 to \$18.00
Old iron axles.....	17.00 to 18.00
Old steel rails.....	13.00 to 14.00
Heavy melting steel.....	13.00 to 14.00
No. 1 cast.....	16.50 to 17.00
Stove plate.....	14.00 to 14.50
No. 1 railroad wrought.....	12.00 to 13.00
Old car wheels.....	16.00 to 17.00
Old tramcar wheels.....	16.00 to 17.00
Machine shop turnings.....	8.00 to 8.50
Cast-iron borings (chemical).....	15.50 to 16.00
Cast-iron borings.....	8.00 to 8.50

RAILROADS

IMPORTANCE OF LITTLE CREEK PLANS.

New Terminal Route Near Norfolk As Related to Florida Travel.

In an address delivered recently before the Virginia Beach Real Estate Board at Norfolk, F. A. Van Patten told of the great importance of the extensive terminal improvement which the Pennsylvania Railroad will make at Little Creek, between Norfolk and Virginia Beach, which latter, he said, is destined to share impressively in the benefits of the undertaking. He further remarked that the Little Creek terminal would be one of the largest known, and that it had been visioned by Elisha Lee—now operating vice-president of the railroad—when he was engineer and superintendent of the Cape Charles division of the New York, Philadelphia and Norfolk Railroad. It will embrace a tract of 1100 acres, will be more than 4½ miles long and will have two miles of waterfront.

It is estimated that 1000 workmen will be employed for three years in building the terminal, although by June next the work will be far enough advanced for the railroad to run Pullman cars directly to Virginia Beach from any point throughout the country. Nearly 1000 employes will be needed to operate the terminal when it is entirely finished.

There will be jetties at the mouth of Little Creek, the one on the east side being 1000 feet long and that on the west 500 feet long, marking the entrance to a great harbor. The new ferry steamers to run between Little Creek and Cape Charles, 25 miles—which compares with 36 miles from Port Norfolk to Cape Charles—will, according to Mr. Van Patten, each be able to convey across Chesapeake Bay 40 Pullman cars and 50 automobiles, and they will make four trips daily. Thus, it will be seen, the company intends to make this route an important link in travel to and from Florida and other states in the South.

A C. Shand, chief engineer of the Pennsylvania Railroad, Philadelphia, says in a letter to the MANUFACTURERS RECORD that the company expects to complete the work at Little Creek substantially in accordance with the statement published in these columns some time ago. Continuing he also says:

"The first step in this improvement will be the dredging of the channel and construction of jetties. This will involve about 1,000,000 cubic yards of dredging and placing of 35,000 tons of stone in the jetties. Bids have been received for this work at this office, and we expect to award the contract within the next few days.

"As the work on this contract progresses, other portions of the project will be placed under contract."

Seaboard May Get This Line.

At a special master's sale on August 2 at Gainesville, Fla., the Tampa and Jacksonville Railroad (formerly Gainesville and Gulf) was bought in for \$300,000 by the bondholders, who were represented by a committee composed of H. A. Smith of Hartford, Conn., and F. J. Lisman of New York city. W. S. Browne is the special master. The Guarantee Trust Company of New York is trustee of the bonds.

The line, which is 56 miles long from Emathla to Sampson City, will, it is reported, be incorporated in the Seaboard Air Line system, with which it connects at Gainesville. Connection is also made with the Atlantic Coast Line at Micanopy and with the Georgia Southern and Florida Railway at Sampson City.

MISSOURI PACIFIC'S BIG DISPLAY.

Past and Present of Railroading in the Great West Shown in Pageant.

In the picture herewith is shown a replica of the first locomotive operated west of the Mississippi River alongside of one of the present type of locomotives now operated on the Missouri Pacific Railroad system. The replica of the old locomotive of the 1850's was built by volunteer workers at the railroad company's shops at North Little Rock, Ark., and it had an important part in the pageant given at St. Louis, Mo., from July 4 to July 11, inclusive, by 1000 employes of the system to commemorate the seventy-fifth anniversary of the actual beginning of construction of the first railroad in the big consolidation now known as the Missouri Pacific Lines.

Probably the most dramatic moment in the pageant was when there arrived on the stage a replica of the first train which ever operated out of St. Louis, although there were also thrills when a stage coach and four horses pulled up beside a village tavern. Another climax occurred when a replica of one of the new heavy type locomotives crashed through a screen heading directly at the amazed spectators, bell ringing and whistle screaming.

The great spectacle began with a scene showing St. Louis when it was a mere fur-trading post for the Indians and the country was just beginning to be settled. Following this came scenes showing construction of the railroad and the arrival of the first train and then the wrecking of the road by soldiers during the Civil War. Altogether the pageant was a dramatically told story of the evolution of transportation and the upbuilding of all the country lying to the west of the Mississippi, all being narrated in a series of tableaux in which Indians, frontiersmen, soldiers and others who figured in the history of early days participated. The pageant was seen by a total of 200,000 people, and in their presentation of it the 1000 employes displayed their spirit of co-operation with President L. W. Baldwin and the other members of the official staff of the railroad, to whose united efforts the success of the system is due.

Six carloads of lumber were used to build the stage and eight carloads of fir trees cut in the Ozark mountain region were used on and around the stage and for decoration. An orchestra of 80 pieces, a band of 40 pieces and a chorus of 150 persons provided music. The band was composed of Mexicans who are employed at the railroad's shops in Kingsville, Texas.

The festivities closed with a banquet at the Chase Hotel, with President Baldwin as host of the occasion, dining-car employes serving the repast. There were 1700 people present, including those who took part in the pageant.

The Great Freight Movement Keeps On.

Loading of revenue freight for the week ended on July 24 totaled 1,085,450 cars, according to reports filed by the carriers with the Car Service Division of the American Railway Association. This total for a week was the highest so far this year, exceeding by 1824 cars the previous week, and it was the ninth week that loadings have exceeded the million-car mark this year. This increase over the preceding week was due mainly to the heavy grain movement in the Western districts, although livestock, coal, coke and forest products also showed increases. Decreases, however, were reported in the loading of miscellaneous freight, merchandise and less than carload-lot freight and ore. Compared with the corresponding period in 1925, the total for the week of July 24 was an increase of 51,931 cars, as well as 159,141 cars over the same period in 1924.

Since January 1 last there have been 29,179,141 cars loaded with revenue freight, which compares with 28,227,955 cars loaded in the corresponding period of last year and with 26,710,061 cars in the like period of 1924.

Missouri Pacific Refunding Bonds.

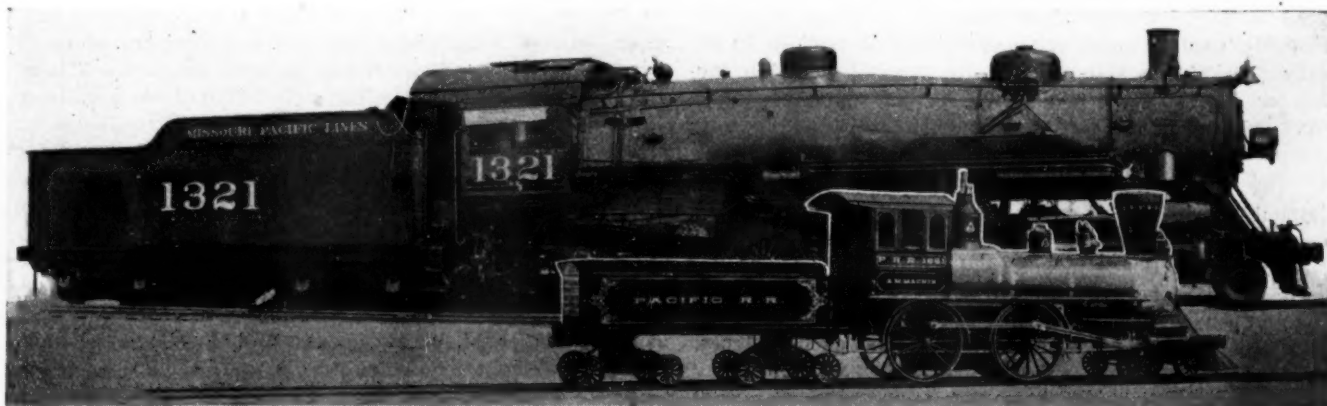
Application has been made by the Missouri Pacific Railroad Company to the Interstate Commerce Commission for authority to issue \$22,094,000 of first and refunding mortgage 5 per cent bonds, Series A, and it is expected that the banking firm of Kuhn, Loeb & Co. will soon offer them for subscription. The Guaranty Trust Company of New York will be trustee of the mortgage. The existing mortgage to be refunded is also 5 per cent. It is stated that about \$11,600,000 will be used this year for additions and betterments and the rest for cancelling bonds and notes.

Georgia and Florida Railway's Progress.

John Skelton Williams, receiver of the Georgia and Florida Railway, reports that the gross operating revenue of the line for the 12 months ended June 30, 1926, amounted to \$2,047,803, an increase of \$326,221, or about 20 per cent, as compared with the preceding 12 months. The net operating revenue, after deducting only operating expenses, was \$631,027, which compares with \$443,057 for the previous 12 months. The ratio of operating expenses to earnings for the last 12 months was 69.19 per cent, as compared with 74.26 per cent for the preceding 12-month period.

Seventeen-Story Railroad Office Building.

St. Louis, Mo., August 5—[Special.]—With the completion this week of negotiations for the purchase of real estate upon which its new general office building is to be erected, announcement was made by the Missouri Pacific system of plans



A LOCOMOTIVE OF THE 1850'S BESIDE ONE OF THE PRESENT DAY.

for what is expected to prove the largest, most unique and most modern railway office building in the West. The building, which is to be 17 stories high, will represent an investment of \$2,000,000, of which approximately \$1,500,000 will go into the building, according to a statement from the office of President L. W. Baldwin. It will front on Olive, Pine and 13th streets.

Excepting the first floor, which is to be leased for shops and stores, the entire building will be used by the railroad company. The 17 stories, it is said, will provide adequate working space for the 3500 office employees here. Provisions for the future are to be made in the plans, and it was announced the foundation and walls are to be so constructed that 10 additional stories may be added when necessary. Plans and specifications are to be prepared by Missouri Pacific engineers and architects, although local architects probably will be asked to assist.

New Equipment, Etc.

Inquiries for railroad equipment reported in the market include 10 Mallet type locomotives for the Norfolk and Western Railway and six locomotives, including 4 Pacific type, for the Richmond, Fredericksburg and Potomac Railway.

Santa Fe system has ordered 40 locomotive tenders from the Baldwin Locomotive Works.

Richmond, Fredericksburg and Potomac Railway has ordered 1 dining car from the Pullman Car and Manufacturing Corporation.

Chesapeake and Ohio Railway has let contracts for repairing 25 Mallet type locomotives as follows: American Locomotive Company, Richmond, Va., 10; Newport News Shipbuilding and Drydock Company, Newport News, Va., 10; Erie Railroad Company, Hornell, N. Y., 5. This railway has also awarded the Richmond Car Works, Inc., Richmond, Va., a contract to dismantle 500 20-ton hopper-bottom gondola cars. This order requires repairs to the trucks and building new bodies. Delivery of the completed cars will begin in three months, at the rate of 10 cars per day. This work will cost approximately \$1422.61 a car.

Oil Regions Benefit the "Orient" Line.

Austin, Texas, August 6—[Special.]—Prosperity has finally come to the Kansas City, Mexico and Orient Railroad—at least to that part of it which traverses Texas—according to information received by the Texas Railroad Commission. Oil development along its line in Reagan, Crane and Upton counties has brought it an enormous traffic in materials and supplies for the fields and in the transportation of oil. The towns of McCamey, Big Lake, Texon and other stations have become important shipping points, and much additional equipment has been found necessary to handle the rapidly increasing business. In addition to the oil development, the railroad is handling a large movement of wheat from various points along the northern part of its line. All kinds of crops are unusually good. Cotton shipments this fall promise to be heavy. The livestock industry in the road's territory is the best for several years and cattle shipments promise to be heavy this fall and winter, it is stated.

Votes \$475,000 for Boardwalk.

Miami Beach, Fla.—A bond issue of \$475,000 for the construction of a boardwalk along the ocean front has been voted by Miami Beach in a special election. Plans for the boardwalk have been drawn by Pancoast & Sibbert of this city, and construction is expected to be started at once. The walk will have a deck 40 feet wide, with two 6-foot lanes, which may be used for wheel-chairs. It will extend along the length of Lummus Park, a distance of more than 4000 feet, and will probably be completed by January 1.

TEXTILE

Northern Mill Buys Virginia Land.

Regarding a report that it has purchased 27 acres of land near Waynesboro, Va., for the establishment of a textile mill, the Crompton Company of Crompton, R. I., wires the MANUFACTURERS RECORD that it has purchased land at Waynesboro, but can make no further announcement at this time. This company is capitalized at \$2,000,000 and operates a mill at Crompton of 31,752 spindles and 1000 looms for the production of corduroys, duvetyns and velveteens. It also dyes, bleaches and finishes cotton piece goods and silk, woolen, worsted and pile fabrics.

Work Begins on Lonsdale Mill at Seneca.

Seneca, S. C.—Construction has been started on the addition to the plant here of the Seneca Company for housing machinery to be removed by the Lonsdale Company of Lonsdale, R. I., from its Rhode Island mill. As previously announced in the MANUFACTURERS RECORD, this equipment will consist of 20,000 spindles, 500 looms and necessary preparatory machinery. Buildings to be erected will include a weave shed, 217 by 134 feet, one story and part basement, and an opener room and warehouse, 60 by 200 feet, two stories. J. E. Sirrine & Co. are the engineers and the Fiske-Carter Construction Company general contractors, both of Greenville, S. C. Frank R. Henry of Greenville has secured order for steel sash.

Work Begins on \$2,000,000 Mill.

Cedartown, Ga.—Construction has been started on the \$2,000,000 addition to the Paragon Mill here, which was recently acquired by the Goodyear Tire and Rubber Company of Akron, Ohio, and will be operated in future as the Goodyear-Clearwater Mills. The new company plans to erect two additional mill buildings, 500 by 250 feet and 200 by 150 feet, two stories, and a cotton warehouse, as well as 100 additional operatives' homes of five rooms each. The enlarged mill will operate 35,000 spindles on a 24-hour basis, and is expected to produce 1,000,000 pounds of tire fabric per day. Construction details are being handled by the Hunkin-Conkey Construction Company of Cleveland, Ohio, while L. E. Deu and H. A. Silvassilian are the supervising engineers. G. I. Parmenter is superintendent of the mill.

Cotton Gin and Compress for Beaumont.

In a letter to the MANUFACTURERS RECORD, Ray Gill, industrial commissioner of the Chamber of Commerce of Beaumont, Texas, advises that a group of Beaumont business men are organizing a cotton-gin company, and that M. C. Hoffmeister, J. E. Broussard and J. Homer Gaddy are a committee handling details. It is stated that the new company plans to purchase a four-stand electrically operated gin, probably from the Murry Company of Dallas, and install it on a railway switch adjacent to highways.

Mr. Gill also advises that there is a plan under way for the establishment of a high-density cotton compress on the municipal wharves at Beaumont. Under this plan the city will erect the first unit of the proposed warehouse, 125 by 900 feet, of sheet metal construction, equipped with a sprinkler system and high-density compress made by the Webb Press Company of Minden, La. S. W. Pipkin, J. E. Broussard, Guy W. Junker, M. W. McMaster and J. L. Mapes are members of a committee handling details, and negotiations are in progress with Roland Jones of Nacogdoches, Texas, to take charge of the enterprise.

GOOD ROADS AND STREETS

West Virginia Asks Bids on 57 Miles.

Charleston, W. Va.—Sealed bids have been invited by the West Virginia State Road Commission for highway construction involving a total of 57 miles. The commission will open proposals on August 24 for 13 projects, including six for grading and drainage, involving a total of 31 miles; four for graveling, embracing 18.3 miles; one for 6.25 miles of water-bound macadam; one for 0.5 mile of grading and drainage work with bituminous macadam pavement, and one for 0.45 mile of similar construction, with a concrete surface.

On August 26 the commission will receive bids jointly with the Clay County Court for 5.1 miles of grading and drainage on the Elk River road between Lower Two Run and Laurel Creek and for 5.5 miles of similar work on the same road from Laurel Creek to Ivydale. Plans and specifications may be obtained from the division engineer in whose district the work is located, or from the office of the State Road Commission.

South Carolina Invites Bids on Broad River Bridge.

Strothers, S. C.—Sealed proposals will be opened on August 26 by the South Carolina State Highway Department at the Jefferson Hotel, Columbia, for the construction of a concrete and steel bridge over Broad River at Strothers. The bridge will connect Fairfield and Newberry counties, being located on state project No. S-641. Work to be done will involve a contract for the substructure and approaches and a contract for steel superstructure and concrete floor, the former to embrace 2706 cubic feet of concrete, 345,000 pounds of reinforcing steel, 1565 cubic yards of dry excavation, 1175 cubic yards of wet excavation and 180 cubic yards of rock excavation, while the latter calls for 809,000 pounds of structural steel, 285 cubic yards of concrete and 50,800 pounds of reinforcing steel. Plans, specifications and proposal forms may be obtained from the State Highway Engineer, Columbia.

Alabama Asks Bids on 148 Miles.

Montgomery, Ala.—Bids will soon be received by the Alabama State Highway Commission for the construction of a number of road and bridge projects, which will involve more than 148 miles of highway. On August 18 proposals will be received for three projects, including 14.203 miles in Marion county, 22.4 miles in Butler and Crenshaw counties and 14.35 miles between Selma and Orrville, the latter being a Federal-aid project.

The commission will receive bids until September 29 for nine projects embracing a total of approximately 98 miles, the work to include 8 miles of chert road, 13.15 miles of gravel, 8.2 miles of concrete, 36.5 miles of sand-clay, 18 miles of grading work and 14.10 miles of topsoil and gravel construction.

Contract for \$330,000 Bridge.

Batesville, Ark.—Contract has been awarded at \$330,083 to the St. Louis Structural Steel Company, St. Louis, Mo., by the Arkansas Highway Commission, Little Rock, for the construction of the new bridge over White River, near Batesville. The structure will consist of two approach spans of concrete trestle work, four stationary steel spans and a swing span. Half the cost will be borne by a special bridge district in Independence county and the remainder by the state and Federal Road departments. The contract calls for the completion of the bridge in 300 working days.

Kentucky Contracts Approximate \$1,500,000.

Frankfort, Ky.—Contracts for the construction of a number of road and bridge projects were awarded by the State Highway Commission on July 27 at approximately \$1,500,000. The proposed work will embrace a total of more than 85 miles of road to cost \$1,224,216, included in which are approximately 35 miles of grade and drainage construction to cost \$381,537; 16 miles of concrete, \$429,546; 21 miles of gravel, \$234,007; 12.5 miles of macadam, \$161,783, and about one-half mile of rock asphalt to cost \$17,343. Four bridge projects were awarded at a total of \$161,027.

Bids Opened for Maryland Work.

A tabulation of bids received by the Maryland State Roads Commission, Baltimore, for approximately five miles of road work and the construction of a steel and concrete bridge indicates that the lowest estimates will total more than \$80,000. The work will include 1.31 miles of macadam resurfacing in Frederick county, to cost \$12,285; 2 miles of concrete shoulders in Montgomery county, \$14,768; 1.61 miles of concrete surfacing in Montgomery county, \$44,810, and a bridge over the Baltimore and Ohio Railroad tracks at Bethesda, to cost \$8675.

Florida City Votes \$410,000 to Finish Causeway.

Clearwater, Fla.—Municipal bonds in the amount of \$410,000 have been voted by the city of Clearwater to finish the new causeway from the mainland to Clearwater Key, on which approximately \$500,000 has already been expended by a road and bridge district, which undertook the construction of the project. Work was delayed, it is said, because of a poor market for road and bridge district bonds. Construction will be resumed as soon as possible, and the project will be handled as a municipal enterprise. Plans call for a causeway about two miles in length, with 40-foot paving, sidewalks and white-way lights.

For \$1,000,000 Boulevard at Sebring.

Sebring, Fla.—Work is expected to be started about September 1 on a proposed 30-foot boulevard around the 12-mile shore line of Lake Jackson in this city, according to a statement by E. Clawson, city engineer. City Council has approved the engineer's estimate of approximately \$1,000,000 as the cost of the project and has adopted a resolution calling for the acquirement of the right of way.

Louisiana Asks Bids on 23 Miles.

Baton Rouge, La.—Proposals will be received until August 24 by the Louisiana Highway Commission for the construction of three road projects in Bienville parish embracing a total of approximately 23 miles. These will include 2.778 miles of the Gibsland-Athens highway, 11.191 miles of the Castor-Lucky highway and 9 miles of the Bienville-Jonesboro highway. The roads will be of gravel, and plans and specifications may be obtained from the Commission.

Awards \$300,000 Paving Contracts.

Perry, Fla.—Contract has been awarded to the Higgison Construction Company of Macon, Ga., for paving streets of this city at a cost of approximately \$300,000. The Higgison Company has recently completed big contracts in Monticello and Live Oak, Fla.

Asks Bids on 155 Miles to Cost \$2,600,000.

Raleigh, N. C.—Bids will be received until August 24 by the State Highway Commission at its office in this city for the construction of 21 highway projects covering a total of more than 155 miles of road estimated to cost \$2,600,000. This work will also include a bridge over the New River in Onslow county. The proposed road work will embrace 72.5 miles of hard-surfaced roads and 83.9 miles of other types.

\$270,000 for South Carolina Roads and Bridges.

Columbia, S. C.—Lowest bids for the construction of six road and seven bridge projects approximate \$270,000, according to an announcement by Samuel McGowan, chief highway commissioner. The proposed road work will cover a total of approximately 40 miles and will cost \$187,525, while the bridge work will cost \$82,201.

Asks Bids on Surface Treatment.

Frankfort, Ky.—Sealed bids will be received until August 23 by the Kentucky State Highway Commission for bituminous surface treatment on 19 roads, aggregating more than 103 miles. Instructions to bidders, forms of proposals and specifications may be obtained from the office of E. N. Todd, State Highway Engineer, Frankfort. All work is to be completed before October 15.

12-Mile Road to Cost \$296,000.

Rocky Mount, N. C.—Grading is scheduled to begin within 20 days on 12.1 miles of highway between Rocky Mount and Pine Tops, a contract for building the road having been awarded to the Hudson & Suggs Company of Wilmington, N. C., by the Rocky Mount Road District Commission at more than \$296,000. According to the terms of the contract, the road will be of six-inch concrete base, built in accord with the most approved methods of road construction.

Contract for \$350,000 Bridge.

Brownsville, Texas.—A contract has been awarded by the Gateway Bridge Company of this city, R. B. Creager, president, to the Puget Sound Construction Company of Seattle, Wash., and the W. E. Callahan Construction Company, St. Louis, Mo., for building a \$350,000 bridge over the Rio Grande River here. The bridge will consist of a single span, 371 feet long, reaching from piers on 14th street in this city to piers on the Mexican side. Garret A. Frazer of Mexico City is the engineer and will supervise construction.

Sells \$1,000,000 of Bonds.

Asheville, N. C.—A \$1,000,000 issue of road and bridge bonds has been sold by the Buncombe County Commissioners to the Commerce Union Trust Company of Asheville, at a premium of \$24,599. The bonds will bear an interest rate of 4½ per cent, funds from the sale to be used for road and bridge work already completed or authorized by the County Commissioners.

Nashville's Paving Program.

Nashville, Tenn.—Plans and specifications have been prepared in the office of W. W. Southgate, City Engineer, and bids will be received until August 17 for paving on 11 streets to be improved this year. The work will embrace 90,000 square yards of surfacing and 16,000 lineal feet of curbing, to cost about \$230,000.

Missouri to Spend \$27,000,000 This Year.

Kansas City, Mo.—At a recent luncheon here of the Engineers' Club, B. H. Piepmeier, chief engineer of the Missouri Highway Commission, Jefferson City, stated that the state would expend \$27,000,000 this year for hard-surfacing 1000 miles of the state highway system. Since the commission began to function a few years ago it has completed or put under contract approximately \$100,000,000 of highway construction, and it is estimated that about as much more will be required to complete the system.

Kentucky Contracts Awarded.

Frankfort, Ky.—A contract has been awarded to the Perkins Construction Company of this city by the State Highway Commission for the construction of approximately 3.5 miles of the Franklin-Versailles pike in Franklin county. The road will be of concrete and will cost about \$140,000, the county to furnish rights of way. The Commission has also awarded contracts for the construction of a bridge over Levisa Fork at Allen in Floyd county, the Atlantic Bridge Company, Greensboro, N. C., receiving contract at \$31,088 for the substructure and the Vincennes Bridge Company, Vincennes, Ind., at \$44,454, for the superstructure.

\$600,000 Voted for Missionary Ridge Tunnel.

Chattanooga, Tenn.—A bond issue in the amount of \$600,000 has been voted by Hamilton county for the construction of a tunnel through Missionary Ridge here. According to a survey made by E. G. Murrell, county engineer, it will be approximately 1300 feet long and 30 feet wide.

Contracts Reach \$3,500,000 in Three Months.

Montgomery, Ala.—According to figures compiled by Louis Dinsmore, office engineer of the State Highway Department, the State Highway Commission awarded contracts in May, June and July for a total of 311 miles of road at a cost of approximately \$3,500,000. It is pointed out that at this rate construction awards will run around 1350 miles per year.

Sell Bonds to Build Roads.

Kissimmee, Fla.—The first unit of a \$1,000,000 bond issue for road construction has been sold by the Osceola County Commissioners to C. W. McNear & Co., Chicago, at 95 and accrued interest. Funds from the sale will be applied toward the construction of a new cross-state highway from Kissimmee through St. Cloud to connect with Melbourne on the east coast.

\$300,000 Bus Terminal at Tampa Opens.

Tampa, Fla.—Tampa's new bus terminal building, representing an investment of \$300,000, was formally opened early this month. It will be used by the Blue Bus Line, Tampa to Jacksonville; the Gulf Coast Motor Lines, Tampa to Sarasota, and the Florida Motor Lines.

The structure occupies a site of 82 by 105 feet, and it is three stories high, with offices on the two upper floors. It was built by the Frost Construction Company. Every feature for the comfort, convenience and safety of passengers has been embodied. Back of the waiting room and driveway is a large service shed, where oil, water and gasoline are available for the buses. A large exhaust fan will remove the fumes from running motors, keeping the air pure at all times.

When all schedules are maintained at their maximum about 50 buses will pass through the station daily. Only in emergencies will buses remain at the terminal overnight. Vehicles not in use will be kept at a nearby service station and garage.

LUMBER AND BUILDING MATERIALS

Softwood Lumber Shipments Greater Than Last Year.

Washington, August 5.—According to telegraphic reports received today by the National Lumber Manufacturers Association from 349 of the larger softwood and 128 of the chief hardwood sawmills of the country, there was an apparent, though probably slight, seasonal curtailment of business as compared with reports a week earlier. The number of mills reporting is smaller and this discrepancy is probably partly due to temporary suspension of operations on account of forest fires and midsummer overhauling. The 331 comparably reporting softwood mills show decreases in their totals of production, shipments and new business, compared with those of 359 mills the preceding week. Although there are nominal decreases in production and orders and an increase in shipments as compared with the corresponding week a year ago, there is probably little change in the two periods. Reports from 128 hardwood mills, as against 139 a week earlier, indicate production stationary and shipments and orders falling off.

The unfilled orders of 229 Southern Pine and West Coast mills at the end of last week amounted to 679,938,263 feet, as against 665,959,815 feet for 225 mills the previous week. The 121 identical Southern Pine mills in the group showed unfilled orders of 228,551,246 feet last week, as against 228,732,812 feet for the week before. For the 108 West Coast mills the unfilled orders were 451,387,017 feet, as against 437,227,003 feet for 104 mills a week earlier.

Altogether the 331 comparably reporting softwood mills had shipments 104 per cent and orders 101 per cent of actual production. For the Southern Pine mills these percentages were, respectively, 103 and 103, and for the West Coast mills 102 and 104.

Of the reporting mills the 307 with an established normal production for the week of 210,996,783 feet gave actual production 102 per cent, shipments 105 per cent and orders 103 per cent thereof.

The following table compares the national softwood lumber movement, as reflected by the reporting mills of seven regional associations, for the three weeks indicated:

	Past week	Corresponding week 1925.	Preceding week 1926 (revised)
Mills	331	357	359
Production	226,251,413	229,998,665	235,631,152
Shipments	234,599,353	229,921,855	244,832,441
Orders (New Bus.) ...	227,513,991	234,843,734	247,233,012

The following revised figures compare the softwood lumber movement of the same seven regional associations for the first 30 weeks of 1926 with the same period of 1925:

	Production	Shipments	Orders
1926	6,984,925,592	7,190,952,388	7,214,194,283
1925	7,110,192,783	7,088,662,297	6,943,853,539

The Southern Pine Association reports from New Orleans that for 121 mills reporting shipments were 3.17 per cent above production and orders 2.89 per cent above production and 0.27 per cent below shipments. New business taken during the week amounted to 68,046,902 feet, shipments 68,228,468 feet and production 66,133,415 feet. The normal production of these mills is 75,401,240 feet. Of the 118 mills reporting running time 80 operated full time, 20 of the latter overtime. One mill was shut down and the rest operated from two to five and one-half days.

The North Carolina Pine Association of Norfolk, Va., with five fewer mills reporting, shows production about the same, a heavy decrease in shipments and a nominal decrease in new business.

The hardwood mills of the Northern Hemlock and Hard-

wood Manufacturers Association reported from 14 mills production as 1,207,000 feet, shipments 2,672,000 and orders 2,684,000.

The Hardwood Manufacturers Institute of Memphis, Tenn., reported from 114 units production as 18,455,287 feet, shipments 18,765,050 and orders 16,606,257.

For the past 30 weeks all hardwood mills reporting to the National Lumber Manufacturers Association gave production 875,372,272 feet, shipments 828,288,125 and orders 849,998,943.

Millwork Industry Seeking Standardization.

Washington, August 7—[Special.]—E. J. Curtis of the Wholesale Sash and Door Association has accepted the position of representing the millwork industry on the Central Committee on Lumber Standards, it was announced by Secretary of Commerce Hoover.

The other members of the committee had requested Secretary Hoover to appoint a representative of the millwork industry in order that there would be complete representation from all interested branches in the lumber industry.

Mr. Curtis is president of the Curtis Companies, Inc., of Clinton, Iowa, and is a member of the hardwood consulting committee. He has been an active member of the millwork industry in the softwood lumber standardization movement, having served on the consulting committee and several important sub-committees.

The membership of the Central Committee on Lumber Standards now is John H. Kirby of the Kirby Lumber Company, Houston, Texas, chairman; W. E. Hawley, assistant engineer and vice-chairman of the Duluth, Missabe and Northern Railway, Duluth, Minn., representing railroads and engineers; W. L. Saunders, Cadillac, Mich., representing manufacturers; LeRoy L. Kern of the American Institute of Architects, New York, representing architects and general contractors; F. S. Underhill, Philadelphia, Pa., representing wholesalers; Guy Gray of the Gray Lumber Company, Cleveland, Ohio, representing retailers; R. E. Danaher, Detroit, Mich., representing manufacturers; George D. Rose of the Spahn and Rose Lumber Company, Dubuque, Iowa, representing line-yard dealers; Charles T. Fisher of the Fisher Body Corporation, Detroit, Mich., representing auto-body manufacturers; W. B. Swift of the International Harvester Company, Chicago, representing wood-using industries, and E. J. Curtis of the Curtis Companies, Inc., Clinton, Iowa, representing millwork manufacturers.

Lumber Interests to Fight Substitutes for Lumber.

Washington, August 7.—The trade war of the lumber industry against manufacturers of other building materials advertised as being superior to lumber has been taken before the Federal Trade Commission it has just been learned here.

Seven complaints of unfair business methods have been filed by certain lumber interests against industrial corporations or trade associations producing building materials in competition with lumber, it is learned on reliable authority. Because of the recent rules of the Federal Trade Commission that all complaints and proceedings be kept secret, the names of the complainants and the defendants and the exact nature of the charges have not been made public.

This action is not entirely a surprise to those well acquainted with the building industry, as there have been many complaints from lumber interests of the inroads made by certain synthetic building materials and particularly of the advertising methods used and the claims made for the various

products. Lumber manufacturers refuse to admit that there is any material "better than lumber" for general building purposes. They also object strenuously to the use of such words as "board," "shingle" and "synthetic lumber" to materials which are not made of lumber but of ground wood pulp, cane fiber, ground cork, gypsum, asphalt, clay, brick, tile or metal.

Three different charges are made against the manufacturers of lumber substitutes, it is understood on good authority. These allege three unfair business practices defined by the Federal Trade Commission as:

"Misbranding of commodities respecting the materials or ingredients of which they are composed, quality, origin or source.

"Making false or disparaging statements respecting competitors' products, their business, financial credit, etc.

"The use of false or misleading advertisements."

From this it is evident that the lumber interests feel that lumber as a product has been libeled in the mind of the lay public by misleading advertisements of the manufacturers of synthetic lumber substitutes.

Lumber is lumber and nothing else can be "lumber" or "boards" or "wood" unless it is sawed out from logs, appears to be the contention of the lumber interests in their first charge filed with the Federal Trade Commission.

The "false or disparaging statements respecting competitors" as is alleged in the second charge of the complaints is undoubtedly directed against certain claims of "synthetic lumber" manufacturers that lumber is unsuited for some common building uses.

MECHANICAL

New Arc-Welded Truss for Buildings.

In the picture herewith is displayed the new Havemeyer truss as it is used in building construction, the trusses being all in place and ready for the lath on which cement is to be poured. This recent development in structural steel, which is made by the Concrete Steel Company of 42 Broadway, New York, is a scientifically designed truss of the Pratt type, electrically arc welded. When used in connection with a con-

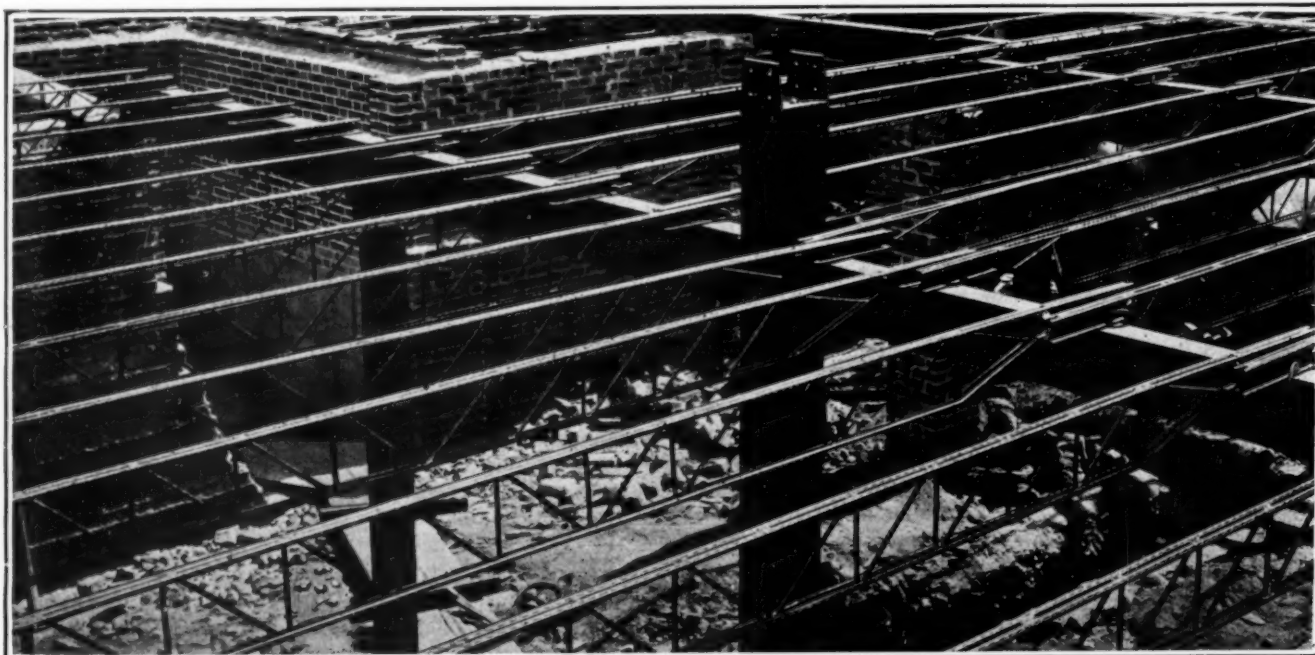
crete-floor slab and metal-lath ceiling it makes an economical fireproof job, which can be quickly erected. It does not require any form work.

These trusses are composed of five bars, four of them being chord members and one a web member. Top and bottom chords are each made of two Havemeyer bars because, the company says, this section has been found by actual test to be particularly adapted for arc welding. The web member is composed of a plain, round bar. These five bars are formed in the shape of the truss and are electrically welded at all intersections. The ends of each truss are connected by welding to a tee section, which acts as a bearing plate for the truss. Special attention has been given to the first vertical of the truss, which is a double member giving additional strength.

In manufacturing these trusses all of the steel used is from the highest quality open-hearth structural-grade steel, with a minimum ultimate tensile strength of 55,000 pounds. All of the welding is done by men experienced in such work, and there is a rigid system of inspection and testing that insures uniformity of product. The finished trusses are finally dipped in black paint, which does not contain any volatile dryers such as either gasoline or naphtha. They are then carried in stock at the factory in Akron, Ohio, from which they are shipped to customers.

It must be noted that these trusses are so designed as to allow a level bearing at adjustable spans, this being done by bending up the bottom chords as that they rest upon the bottom of the tee sections. The trusses are made to span up to 31 feet. In the erection of a structural-steel building they are laid on the steel beams or girders and a clip is driven over the end of the truss and the upper flange of structural support. The clip holds the truss firmly in place. After the trusses are in place metal rib lath is laid across the top, being fastened to the trusses by wire clips or by wooden wedges. Next the concrete—usually a 1-2-4 mix—is poured on top of the lath to a depth of from 1½ to 3 inches as required. When the concrete has properly hardened the slab can be put in actual use. No props or forms are used. A metal-lath ceiling is readily attached to the underside of the trusses.

These trusses are used in the erection of residences, as well as for industrial and commercial buildings.



TRUSSES IN PLACE READY FOR LATH AND CONCRETE WORK.

CONSTRUCTION DEPARTMENT

EXPLANATORY

Additional information is published about all enterprises mentioned in this department as soon as such data can be obtained.

An asterisk (*) following an item indicates that the enterprise has been reported in a preceding issue.

DAILY BULLETIN

The Daily Bulletin is published every business day to enable its subscribers to follow up promptly the industrial, commercial, railroad, financial, building and general business development of the South and Southwest. To machinery manufacturers and dealers, contractors, engineers, and others who require daily information of every new enterprise organized and details about important additions to enterprises already established, the Daily Bulletin is invaluable. Subscription price, \$30.00 a year.

Bridges, Culverts and Viaducts

Proposed Construction

Fla., Estero—Seaboard-Alf Florida Ry., Fort Myers, plans bridge over Mulloch Creek, near Estero.

Ky., Carrollton—State Highway Comm., Frankfort, receives bids Aug. 23 for bridges on Carrollton-Milton Road, Carroll County; four 45-ft. concrete spans, one 164-ft. steel span, concrete substructure; 215,000 lbs. structural steel; 146,340 lbs. reinforcement, 1564 cu. yd. excavation; E. N. Todd, State Highway Engr.

Ky., Louisville—City, Huston Quin, Mayor, plans toll bridge. See Financial News—Bond Issues Proposed.

Miss., Belzoni—Humphreys County Board of Supvrs. plan 2 steel bridges over Yazoo River, at or near Silent Plantation, north of Belzoni; across Wasp Lake, at Devolente; cost \$30,000. See Financial News—Bond Issues Proposed.*

Mo., St. Louis—Board of Public Service receives bids Aug. 31 for 3 bridges over River des Peres at Sulphur, Sublette and Macklind Ave.*

N. C., Durham—Norfolk & Western Ry. Co., W. P. Wiltsee, Ch. Engr., Roanoke, Va., plans underpass in eastern section of city.

N. C., Mount Airy—Surry County Commrs., Dobson, plan 148-ft. bridge over Lovells Creek, beyond Mount Airy; cost about \$19,000.

Okla., Poteau—See Roads, Streets, Paving.

South Carolina—See Roads, Streets, Paving.

S. C., Chester—State Highway Dept., Columbia, receives bids Aug. 26 for overhead bridge over S. A. L. R. R., between Rock Hill and Lancaster, near Rowells, State Highway Route No. 5; plans from State Highway Engr.

S. C., Strothers—State Highway Dept., Columbia, receives bids Aug. 26 for reinforced concrete and structural steel bridge over Broad River at Strothers, Route No. 28, Fairfield and Newberry counties; substructure and approaches, 345,000 lbs. reinforcing steel, 2740 cu. yd. excavation; steel superstructure and concrete floors, 809,000 lbs. structural steel, 50,800 lbs. reinforcing steel; plans on file and from State Highway Engr.; Samuel McGowan, Chmn., Highway Commr.

Tex., Angleton—State Highway Comm. will build 11 bridges. See Roads, Streets, Paving.

Tex., Houston—Harris County, Chester H. Bryson, County Judge, plans repairing Greens Bayou Bridge, and construction 7 concrete culverts on Highway No. 3, Crosby Road; estimated cost \$40,000; Howe & Wise, Engrs., First National Bank Bldg.

Contracts Awarded.

Ark., Batesville—State Highway Comm., Little Rock, let contract to St. Louis Structural Steel Co., at \$330,083, for steel and concrete bridge over White River, near Batesville; 2 concrete approach spans, 4 stationary steel spans, swing span.*

Fla., Safety Harbor—Pinellas County Commrs., Clearwater, let contract to Luton Bridge Co., Mercantile Bldg., Knoxville, Tenn., at \$40,000, for 2 bridges on Memorial Highway, east of Safety Harbor; Marcossan and Bishop's creeks.

Ky., New Castle—Henry County Fiscal Court and Road Commrs. let contract to Champion Bridge Co., Wellington, Ohio, for 3 bridges.

Ky., Scottsville—State Highway Comm., Frankfort, let contract to Atlantic Bridge

Co., Greensboro, N. C., at \$31,088, for substructure of bridge over Levisa Fork of Big Sandy River, Allen and Floyd counties.*

Tex., Brownsville—Gateway Bridge Co., R. B. Creager, Pres., let contract to Puget Sound Construction Co., Seattle, Wash., and W. E. Callahan Construction Co., Railway Exchange Bldg., St. Louis, Mo., at about \$350,000, for 371-ft. bridge across Rio Grande River, from 14th St. to Mexico.

Tex., Eastland—See Roads, Streets, Paving.

W. Va., Mannington—City, E. E. Phillips, Mayor, let contract to Shald Contracting Co., Elkins, at \$21,400, for reinforced concrete and iron bridge over Buffalo Creek, at Clarksburg and Water Sts.*

Canning and Packing Plants

Ark., Batesville—W. F. Akin Canning Co., Aurora, Mo., interested in establishing canning plant.

Fla., Plant City—R. W. Burch Co. reported let contract for \$10,000 enlargement to building and installation of \$15,000 machinery; increase handling capacity to 7 cars in 10 hrs.; D. H. Smith, Contr.

Ga., Augusta—Castleberry Products Co., capital \$50,000, incorporated; Clem L. Castleberry, John T. Wilcox; has plant on 15th St.; install additional equipment.

Ga., Faceville—R. A. Caldwell interested in having cannery established by outside parties.

Clayworking Plants

Ala., Gadsden—A. A. Chastain reported acquired Spencer brick plant at Glencoe; will operate.

Ark., Van Buren—Twin City Brick & Tile Co., J. W. Hansell, Pres., reported to erect 3 kilns and make other improvements to plant.

Coal Mines and Coke Ovens

Ky., Hawesville—Hawesville Coal Co., capital \$10,000, incorporated; Floyd J. Laswell, F. J. Alsop.

Mo., Kansas City—The Sapphire Coal Co., 1304 W. Twentieth St., capital \$100,000, incorporated; A. F. McElhenie, Lloyd H. Rupenthal.

N. C., High Point—Petty Coal Co. capital \$100,000, incorporated; N. B. Petty, I. B. Dunn.

Concrete and Cement Plants

Ky., Russellville—Wilson & Lyne purchased additional machinery for plant to manufacture brick, concrete block and other building materials.

Tex., San Antonio—Rio Grande Cement Plaster Co. incorporated; Lee Dekle, J. L. Brown, Gibbs Bldg.

Cotton Compress and Gins

Ga., Meigs—J. L. Pilcher is installing cotton gin, electrically operated.

Ga., Savannah—John A. Foster, 308 Hall St., reported acquired Floyd & Co.'s cotton pickery.

Miss., Belzoni—Peoples Compress let contract to Sam Azwell for building, 181x700 ft.

Miss., Hollandale—Deer Creek Compress Co., capital \$80,000, incorporated; W. A. Shands, R. W. Stafford.

Okla., Baird—State Corporation Comm., Oklahoma City, granted permission to Pocasset Grain & Elevator Co. to erect cotton compress.

Tenn., Jackson—Public Compress Co. will

erect \$50,000 cotton compress on Bellevue St.

Tex., Needville—Farmers' Gin Co. increased capital, \$15,000 to \$35,000.

Tex., Orange—Dave Nelson will install cotton compress, including 2 80-saw gin stands, seed house, etc.

Tex., Waco—A. H. Saffold, Temple, reported acquired cotton gin.

Cottonseed-Oil Mills

Ark., Magnolia—Columbia Cotton Oil Co. increased capital, \$100,000 to \$200,000.

Drainage, Dredging and Irrigation

La., Baton Rouge—Board of State Engrs. received low bid from Stout & Jenkins of Vicksburg, Miss., at \$14,300, for levee work in East Carroll Parish.

Tex., Brownwood—J. H. Ross of San Antonio and P. A. Welty of Wichita Falls, Engrs., will make survey for construction of dam below junction of Jim Ned Creek and Pecan Bayou for irrigation purposes in Brown County; Water Conservation Dist. to be organized.*

Tex., Brownsville—State Board of Water Engrs., Austin, let contract for drainage and dredging work to reclaim 23,000 acres land embraced in El Jardin Irrigation district; system will consist of 175 miles open drainage, 50 miles pipe drains; estimated cost \$1,000,000; Callahan & Crawford, Contrs.*

Tex., Robstown—Nueces County Drainage Dist. No. 2 will construct 5 miles new ditch and 50 miles of clean-out ditches, drag line, to drain City of Robstown and 6000 acres in Nueces County for cotton farming; C. W. Homeyer, Jr., Engr. (See Machinery Wanted—Drag Line.)*

Tex., Wichita Falls—State Board of Engineers, Austin, reported propose creating irrigation district and construct dam and canal system to reclaim about 80,000 acres land situated between Lake Wichita and Little Wichita River; approximate cost \$1,750,000.

Va., Norfolk—A. C. Shand, Chief Engr., Pennsylvania Railroad system, Philadelphia, Pa., advises: "Bids in and soon award contract for about 1,000,000 cu. yds. dredging and placing 35,000 tons stone for construction of jetties as first step in improvements at Little Creek; as work progresses other portions of the project will be placed under contract.*"

Electric Light and Power

Large sums are being expended for electric light and power work in connection with Land Development operations. Details will be found under that classification.

Ala., Birmingham—City Commrs. approved white way lighting system on Second Ave. and on streets of Redmont Park.

Ala., Florence—General Electric Co., Schenectady, N. Y., reported has contract for 12 transformers for hydro-electric plant at Muscle Shoals; cost \$799,000.

Ark., Eureka Springs—National Electric Power Co. reported organized by P. G. Walker and associates; acquired electric light properties in northwest Arkansas and larger towns of Oklahoma.

Ark., Fayetteville—Southwest Power Co.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

will probably install street-lighting system; cost \$10,000.

D. C. Washington—District Commrs. plan expending \$240,000 for street-lighting equipment.

Fla., Brooksville—Central Florida Light & Power Co., Dunnellon, reported to construct electric switching station to serve territory between St. Petersburg and Leesburg; cost \$25,000; equipped with circuit breakers of 60,000 volt power.

Fla., Miami—City, F. H. Wharton, Mgr., plans lighting of main highway into and through city; expend about \$292,000.

Fla., Umatilla—Florida Public Service Co., controlled by General Gas & Electric Corp., 50 Pine St., N. Y., reported acquired municipal power plant.

Ga., Eatonton—Georgia Railway & Power Co., Atlanta, advises that franchise at Eatonton was secured by Georgia Southern Power Co., which in turn has been acquired by Southeastern Power & Light Co.; will construct 44,000 ft. transmission line, connecting Eatonton with interconnected system of Southeast.

Ky., Henderson—City closed contract with General Power & Light Co. for furnishing light and power to Corydon, Calhoun, Seebree and Slaughters.

Ky., Paducah—City, R. E. Ludwig, Director of Public Utilities, let following contracts for public utilities, costing \$73,000: To Buda Co., Harvey, Ill., at \$38,655, for track specials; H. B. Kerse Co., Lake Butler, and Valley Tie & Lumber Co. for ties; General Electric Co., Schenectady, N. Y., for 9 distribution transformers; Simpson Wire & Cable Co. for underground high-tension cable.

Miss., Gulfport—Dixie Construction Co. reported to construct substation for Mississippi Power Co.; E. E. Armstrong, Asst. Gen. Mgr.

N. C., Crouse—Crouse Electric Line Co., incorporated; E. N. Rudisell, L. F. Abernathy.

N. C., North Wilkesboro—Southern Public Utilities Co., Winston-Salem, will probably acquire municipal light plant.

S. C., Hickory Grove—Town will probably vote on bonds for electric light system; John S. Wilkerson interested.

Okla., Anadarko—City will probably improve distributing system, install additional equipment; Harry E. Musson, Cons. Engr., Oklahoma City.*

Okla., Asher—City votes Sept. 7 on sale of electric light plant to Wanette Ice, Light & Power Co.

Tex., Amarillo—Panhandle Power & Light Co., Commercial Bank Bldg., Houston, Chester Smith, Sec., advises company is erecting electric-generating station and complete transmission and distribution system, with installed initial capacity 10,000 kw., later to be increased to 25,000 or 30,000 kw; is being constructed primarily for drilling of oil wells and pumping oil from wells to various gasoline stations and refineries; will distribute electricity to various communities in Hutchinson, Carson, Wheeler, Grey and adjoining counties.*

Tex., Dilley—Texas Central Power Co., Frost Bldg., San Antonio, reported to construct 32 miles power line, Dilley to Cotulla.

Tex., San Antonio—San Antonio Public Service Co. reported acquired 20-mile electric line, between Fort Sam Houston and Camp Stanley.

Tex., Harlingen—City, E. C. Bennet, Supt. of Utilities, will have plans ready about Oct. 1 for water mains and 1500 gal. per minute, 200 ft. head pump; erect 100x80-ft. building, brick; concrete floors; fireproof; construction about Jan. 1; install 750-h.p. oil engine direct connected to generator, 25,000 ft. of 6 and 8 in. cast-iron water mains and 3000 ft. 12-in. cast-iron pipe.*

Tex., Seguin—Texas Power Corp., incorporated; F. H. Wilmont, I. H. Donegan; will increase capital to \$500,000; construct hydro-electric plant, developing 10,000 h. p. on Guadalupe River.

Tex., Seguin—Texas Power Co. let contract at \$1,200,000 to Sumner-Sollitt Co., both San Antonio, for constructing 3 dams, power house and canals on Guadalupe River; Fargo Engineering Co., Engrs., Jackson, Mich.; contractor is receiving bids on 35,000 yds. concrete; 407 tons structural steel; 832 tons reinforcing steel; 33,000 cu. yds. canal excavating; 21,000 yds wet excavating; 35,000 yds. dry excavating; 19,000 yds. back fill; 127,000 yds. bank embankment; 425 tons sheet piling.*

Flour, Feed and Meal Mills

Tex., Fort Worth—Fort Worth Elevators Co., Dickinson & Katy Tracks, Jule G. Smith, Pres., reported to double capacity of 1,750,000 bu. storage plant on Katy Railroad.

Foundry and Machine Plants

Mo., Springfield—Standard Semi-Steel Foundry Co., 202 E. Chase St., let contract to H. T. Myer for \$10,000 forge shop and platform.

Okla., Oklahoma City—American Iron & Machine Works Co., J. F. Cailloux, Pres., 518 N. Indiana St., contemplates expanding plant; manufacture oil-field equipment.

Tenn., Chattanooga—The Casey-Hedges Co. will erect 100x500-ft. building; brick and steel, concrete floors, composition roof; install complete equipment for manufacture of steel barrels; L. H. McGowan, Asst. to Pres., advises: "It is our intention to construct plant for manufacture of steel barrels, but will not be ready to place orders for machinery for possibly 90 days."*

Gas and Oil Enterprises

Arkansas—The Texas Co., Houston, Tex., reported acquired holdings of Crown Central Petroleum Corp. in Arkansas, Louisiana, Oklahoma and Kentucky, including 27,000 acres oil lands.

Fla., Winter Haven—A. H. Muller, Room 1530, 30 Broad St., New York city, and associates reported to have completed plans for gas plant and are receiving bids for construction.*

Fla., Winter Park—Florida Public Service Co., Orlando, will probably extend gas lines to here; enlarge Orlando plant.*

La., Monroe—Interstate Natural Gas Co., New Orleans, La., reported acquired property of Frost Lumber Industries, Inc., of Shreveport, including 1262 acres gas land in Ouachita and Union parishes.

Miss., Glen Allen—Solitaire Oil & Gas Co., capital \$100,000, incorporated; Mamie H. Williams, Charles A. Perkins.

La., Shreveport—Pelican Oil & Gasoline Co., capital \$100,000, incorporated; Alfred C. Glassell, 3001 Fairfield St.

Miss., Lexington—Johnson-Cade Oil Co. incorporated; E. C. Johnson, L. H. Cadex.

Okla., Blackwell—Wilgram Petroleum Corp., capital \$10,000, incorporated; D. J. Willson.

Okla., Tulsa—Ponca Rig Co., capital \$25,000, incorporated; J. L. Pattison.

Tenn., Celina—Paragon Pipe Line Co. closed deal with Clark Hill Oil Co. for gas pipe line from Peterman oil field to Kettle Creek, Ky.

Tex., Amarillo—Bivnie Oil Co., capital \$120,000, incorporated; J. L. Bivins, J. M. Durrett.

Tex., Amarillo—Tyler Oil Corp., capital \$160,000, incorporated; J. L. Tyler, J. D. McAdams.

Tex., Amarillo—Pampa Oil and Refining Co., capital \$300,000, incorporated; J. R. Wrathers, W. S. Roberts.

Tex., Beaumont—Walker Oil Co., capital \$60,000, incorporated; H. F. Walker, 3001 Magnolia St.

Tex., Beaumont—Lord-Mothner Oil Co., capital \$50,000, incorporated; O. M. Lord, 434 Keith Bldg.

Tex., Beaumont—Yount-Lee Oil Co., 1206 San Jacinto Life Bldg., M. Frank Yount, reported acquired 1300 acres on Neches River for tank farm and possible refinery and water terminal; will construct 100 steel tanks of 55,000 bbls. capacity.

Tex., Beeville—Houston Natural Gas Co., Houston, has franchise; will lay 28,000 ft. mains and laterals; erect \$25,000 gas plant.

Tex., Laredo—Trussell, Cezeaux & Putnam, Inc., capital \$100,000, chartered; Milo Trussell, Roger Putnam.

Tex., Wichita Falls—W. O. Mac Oil Co., capital \$24,000, incorporated; Thomas Perry, J. J. Moran.

W. Va., Salem—Godfrey L. Cabot, Inc., 940 O. S. Bldg., Boston, Mass., reported acquired Raccoon Gas Co.

Ice and Cold-Storage Plants

Fla., Orlando—Orlando Ice & Cold Storage Co., capital \$160,000, incorporated; J. W. Mallory, Pres., Anniston, Ala., has plans for ice and cold storage plant, cor. America St. and Atlantic Coast Line R. R.; daily capacity 35 tons; to cost between \$130,000 and \$150,000; soon begin construction of first unit.

Ga., Tifton—South Georgia Power Co. expending \$32,000 on rebuilding and electrifying local plant; will change process of manufacturing from distilled water type to raw water, using electric drive instead of steam; install raw water apparatus, new overhead crane increasing capacity new scoring machine; also equip cold storage plant; construction by owners.*

La., Baton Rouge—Louisiana Ice & Utilities Co., James E. Egan, local Mgr., reported has plans for \$150,000 cold storage plant at corner Louisiana St. and Repenance St.; daily output 35 tons.

N. C., Asheville—Pearce-Young-Angel Co., 129 Roberts St., let contract to J. H. Fisher, 78 Patton Ave., for \$100,000 cold storage plant and warehouse on Roberts St.; 50x96 ft., fireproof; soon begin construction.

Tenn., Nashville—Arctic Ice Co., capital \$30,000, incorporated; A. R. Tallman, 629 Woodland St.

Iron and Steel Plants

Tex., Houston—Carnegie Steel Co., Carnegie Bldg., Pittsburgh, will erect warehouse and distributing plant; 1-story, 80x450 ft., reinforced concrete foundation, structural steel frame buildings with corrugated sheet sidings and roofs; receiving bids; plans and designs made by company's engineers; American Bridge Co. will design and erect structural steel frame. Address proposals to C. L. Gillespie, 1219 Post-Dispatch Bldg., Houston, in charge of construction. See Machinery Wanted—Metal Doors; Steel Sash and Trim; Wire Glass; Concrete; Vaults; Ventilators; Vault Lights.*

Land Development

Ala., Birmingham—W. W. Walker, 3440 Norwood Blvd., Walker Drug Co., and associates interested in development of golf course for North Birmingham, 57-acre site.

Ala., Birmingham—Ensley Building & Investment Co., incorporated; James G. Smith, 3520 Cliff Road.

Fla., Tampa—Stone & Webster, Inc., Boston, Mass., reported forming syndicate to finance and complete development of Davis Islands; Stone & Webster wire: "Stone & Webster, Inc., New York and Boston, Chicago, Ill., subject completion detailed arrangements, will form syndicate to subscribe \$2,500,000 for new corporation to complete development of Davis Islands; completion of project calls for extensive construction and dredging work, which is expected to commence forthwith; Stone & Webster will direct financial affairs and do construction work."

Ga., Atlanta—Horace Russell and associates reported interested in development of golf course.

Ga., Brunswick—St. Simons Investment Co., incorporated; Joseph W. Bennett, W. T. Murray.

La., Monroe—Home Builders & Investment Co., capital \$10,000, incorporated; R. J. Zuberbiem, Elmer Richards, 415 Bres St.

La., New Orleans—Frank Frey Realty Co., incorporated; Frank P. Frey, 1912 Ursuline St.

La., New Orleans—J-S Realty Co., Inc., capital \$25,000, incorporated; Julius Snodmonka, 1031 Annunciation St.

La., New Orleans—Lake & Highway Properties, Inc., capital \$10,000, incorporated; Salvador T. Cristina, Kenner; John L. Lauricella, Harahan.

La., New Orleans—Shoreland Development Co., Inc., capital \$40,000, incorporated; Arthur C. Pritchard, Union Indemnity Bldg.

La., New Orleans—W. S. Bender, 881 Gravier St., Sales Agent, Edgelake Development, let following contracts for improvements; street paving to J. Deveroux O'Reilly, Hibernia Bldg.; sidewalk paving to Globe Construction Co., Louisiana Bldg.; electric light standards to Electric Service, Inc.; water and sewers to be installed by Sewerage and Water Board.*

La., New Orleans—Ashton Realty Co., capital \$52,000, incorporated; Horace Brownlee, L. J. Bradley.

Md., Baltimore—Fayette Holding Co., 126 W. Fayette St., capital \$100,000, incorporated; Jesse N. Polan, Wm. L. Fox.

Md., Baltimore—Annex Development Co., 509 Third St., capital \$50,000, incorporated; William Wolf, James Marks.

Md., Baltimore—J. E. Gregory, Inc., Bourse Bldg., capital \$50,000, incorporated; James E. Gregory, Benjamin B. Sale.

Md., Baltimore—Orchard Hills Developing Co., 612 Equitable Bldg., capital \$50,000, in-

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corporated; Julius F. Sandrock, Norman E. Rogers.

Md., Baltimore—Maryland Development Co., 6 E. Mulberry St., incorporated; M. Page Stiles, Wm. T. Hoydon.

Md., Baltimore—Beta Realty Co., 1320 N. Charles St., incorporated; Isaac Rosenbery, Harry M. Berman.

Md., Baltimore—The P. D. Realty Co., 911 Maryland Ave., incorporated; Wm. B. Clark, Arthur C. Glanville.

Md., Baltimore—Commander Larabee Corp., 701 Maryland Trust Bldg., incorporated; Wm. L. Marbury, Jr., Jesse Slingluff.

Md., Hagerstown—Long Meadow Cemetery Co., Inc., chartered; John H. Petre, John A. Jacobs.

Md., Reisterstown—Ionic Building Co., Inc., chartered; Philip B. Welsh, M. Earle Hammond.

Md., Salisbury—Oaks Development Co., incorporated; E. E. Jackson, Jr., Citizens Natl. Bank Bldg., Baltimore; Wm. S. Gordy, Jr., Salisbury; has had surveys made for development of 27-acre subdivision; construct roads and streets, curbs and sidewalks; Roland Park Co., Landscape Archts.

Miss., Biloxi—Winetka Realty Co., capital \$25,000, incorporated; Louis Braun, Biloxi; Fred B. Thomas, Winetka, Ill.

Miss., Gulfport—Price-Green Realtors, capital \$20,000, incorporated; Kenneth G. Price, McComb; W. G. Green, Gulfport.

Miss., Jackson—S. B. Lawrence, 1543 N. State St., acquired 140 acres on Tripp Crossing Road.

Miss., Jackson—H. B. Leach, Gulfport, will develop 80-acre subdivision.

Miss., Pass Christian—Allen Johnness, developer of Pass Christian Isles, will construct 18-hole golf course, 100 acres; Harold J. Neale, Landscape Archt.

Miss., Pascagoula—H. A. Coile and R. A. Coquille of Globe Auction Co., Knoxville, Tenn., acquired and will develop 67 acres.

N. C., Asheville—Stradley Mountain Development Corp., E. E. Reed, Chiles Ave., Kenilworth, reported acquired Stradley Mountain Park development, 4000 acres; install hard-surfaced streets, water works, sanitary sewers, underground electric wiring; golf course and clubhouse.*

N. C., Asheville—Banner Property Corp., capital \$100,000, incorporated; Ruffner Campbell, Caledonia Road.

N. C., Elizabethtown—Pharr Realty Co., W. H. Belk, Pres., will develop 500 acres for cottage and camp sites and summer resort; construct streets, hotel.*

N. C., Elkin—Crystal Spring Park, capital \$100,000, incorporated; W. S. Reich and P. C. Reich.

N. C., Franklin—Franklin Lake Corp., capital \$100,000, incorporated; E. S. Galloway.

N. C., Waynesville—Waynesville Development Corp., capital \$100,000, incorporated; S. H. Bushnell, H. B. Atkins.

Tenn., Chattanooga—Fred H. Dowler, 830 Broad St., and Fred Robinson, 709 Chestnut St., will develop 158-acre subdivision near Lupton City.

Tex., Houston—West Mortgage and Loan Co., Roy H. Bettis, Sales Agt., will develop subdivision on Lanier Place; construct streets, sidewalks; install water, sewers, electric lights.

Va., Norfolk—Washington Park Cemetery Corp., capital \$15,000, incorporated; H. L. Garrett, D. B. Holloman.

Va., Roanoke—Greater Roanoke Suburban Corp., capital \$400,000, incorporated; P. T. Trout, Mountain Trust Bldg.

W. Va., Wheeling—Ohio Valley Improvement Co., 928 Market St., incorporated; Earle M. Glessey; develop 30-acre subdivision.

Lumber Enterprises

Ark., Humphrey—The Arkansas Hardwood Products Co. of Little Rock leased site and will erect hardwood mill.

Georgia—J. M. Tomlinson of Albany, Ga., D. C. Haddock, Damascus, Ga., and associates acquired 30,000 acres turpentine timber land in McIntosh County; will develop.

Ga., Savannah—L. H. Smith, 10 Drayton St., reported acquired 9000 acres timber land in Liberty and Long Counties from the Dunlevie Estate.

La., St. Joseph—Fisher-Hurd Lumber Co. of Memphis, Tenn., reported acquired big timber tract.

Mo., Helena—The Walters Lumber Co., incorporated; H. H. Walters, F. F. Askew.

Okl., Tulsa—The Oklahoma Hardwood Lumber Co., F. C. Berbeau, Mgr., 121 S. Santa Fe Ave., will erect hardwood mills, saws, kiln dryer and other industrial equipment; expending about \$40,000.

Metal-Working Plants

Ala., Birmingham—Anderson Brass Works, Inc., 831 N. 39th St., increased capital, \$10,000 to \$20,000, changed name from G. T. Anderson Brass Works, Inc.

Mining

La., New Orleans—New Orleans Gravel Co., Inc., capital \$15,000, chartered; Wm. A. Bisso, 123 Walnut St.

Okl., McAlester—Texas Quarry Co., incorporated; J. G. Putterbaugh, V. C. Robbins.

Miscellaneous Construction

D. C., Washington—Seawall, etc.—U. S. Engineer's Office has \$170,000 available for reclamation and development of Anacostia flats and section within District, south of Benning road and off the foot of E. Capitol St.; \$55,000 will be used for riprap foundation around Lake Kingman on which seawall will be built; \$20,000 used for installation of conduits and automatic control gates for maintaining a constant level in Lake Kingman; \$25,000 used for purchase of land in Anacostia north of Benning bridge incidental to general plan of improvements; remainder will finance various projects; materials for riprap work being assembled.

Fla., Daytona Beach—Boardwalk—City reported contemplates building boardwalk on beach; W. A. Richards, City Mgr.

Fla., Miami Beach—Boardwalk—City has \$475,000 available for building of boardwalk along ocean front. See Financial News—Bond Issues Proposed.*

Fla., St. Petersburg—Pier—St. Petersburg Yacht Club, reported, will construct new pier in yacht basin extending 18 ft. farther than present pier, which will be dismantled to make room for new structure.

Fla., Tampa—Beach Park Co., 100 E. Lafayette St., contemplates building community yacht pier at head of North Yacht Basin; in addition to pier will construct system of canals, providing each waterfront lot with boat slip; Franklin O. Adams, 510 1/2 Franklin St., Archt.

Fla., Sanford—Incinerator—City let contract to James Moughton at \$35,000 for incinerator on Fifth St., near Cedar Ave.; 2-story, steel, concrete and brick.

La., Mandeville—Seawall, etc.—E. Poievant, Chmn. of Special Committee, receiving bids to furnish material and labor for construction of seawall and breakwater.

La., New Orleans—Dock—Dock Board, Marcel Garsaud, Gen. Mgr., let contract to Dalgarn Construction Co., Inc., Louisiana Bldg., at \$528,823, for foundation work for reinforced concrete and steel coffee and general cargo docks from Poydras to Girod St.*

La., New Orleans—Port Comms. received low bid from H. N. Moody, 815 Perdido St., for restoring portions of Washington and Third St. wharves; from B. N. Davis, 4600 S. Claiborne St., for water piping and hose racks at the Congress, Desire and Pauline St. Wharves, and from The Weber Chimney Co., 332 S. Michigan Ave., Chicago, for construction of chimney at public grain elevator.*

La., New Orleans—The Celotex Co., 645 N. Michigan Ave., Chicago Ill., let contract to the Roberts Construction Co., Inc., 307 Camp St., New Orleans, for construction of approximately 3 miles switch track with 35 switches at their Marrero plant, and about 2 miles and 10 switches to serve country baling stations; all engineering and material is furnished by the Roberts Construction Co., which has been purchased through Equitable Equipment Co. of New Orleans.*

N. C., Wilmington—Wharf, etc.—City Commissioners will repair wharf and construct slip for fire boat; receives bids Aug. 18; Walter H. Blair, Commr. of Public Safety, City Hall Bldg. (See Machinery Wanted—Wharf Repairing, etc.)

Tenn., Chattanooga—Tunnel—Hamilton County Comms. has \$600,000 available for construction of tunnel through Missionary Ridge south of Main St. See Financial News—Bond Issues Proposed.

Tex., Houston—Bulkhead—Channel Fuel Co., M. K. Whittington, Mgr., let contract to Wm. Moore Co., 204 Second Natl. Bank Bldg., at \$15,000 for bulkhead at Manchester Docks; creosoted timber sheet piling.

Va., City Point, Sta. Hopewell—Delta Oil Co., Petersburg, applied for permit to construct wharf on waterfront of James River; 150x10 ft., open-pile construction; also build storage tank.

Va., City Point, Sta. Hopewell—The Norfolk Sand & Gravel Co., 434 W. York St., Norfolk, have applied for permit to construct wharves on waterfront of James River; contain about 600 ft. docking space, 460x30 ft.; open-pile construction.

Miscellaneous Enterprises

Ark., Fayetteville—City Park Co., capital \$40,000, incorporated; N. F. Drake, A. L. Trent.

Ark., Little Rock—The Krey Packing Co., 2100 Bremen St., St. Louis, Mo., acquired the Becker Provision Co. at Scott and Water St.; will operate.

Ark., Little Rock—Schnitzer-Murray Industrial Service, Inc., Second and Scott St., chartered; Geo. E. Schnitzer, Pres.

Ala., Montgomery—Capital City Baking Co., incorporated; E. E. Wedding, 7 Chestnut St.

D. C., Washington—The Fellowship Forum, 219 G St. N. W., Jas. S. Vance, Gen. Mgr., reported will erect modern newspaper plant on Pennsylvania Ave., 5-story and basement, 50x120 ft., brick and concrete; basement used for paper storage; first floor for office, pressroom and delivery dept.; second floor used for executive offices, job printing plant, etc.; third floor contain editorial staff; circulation department on fourth floor and fifth floor used for auditorium, also radio broadcasting station.

D. C., Washington—The Palm Beach Inquirer Publishing Co., capital \$250,000, incorporated; Leonard A. Block, Woodward Bldg.

D. C., Washington—Provident Hotel Corp., capital \$300,000, chartered; Wm. H. White, Investment Bldg.

Fla., Deland—C. C. Cook of the Palm Apiaries of La Belle will establish plant for packing honey; construction by owner.

Fla., Jacksonville—S. E. Lilly, 3838 Notter Ave., has permit for \$15,000 factory building for Sunshine Potato Chip Co., cor. Eighth and Howard Sts.; 1 story, stone.

Fla., Lakeland—Zipp Manufacturing Co., 2442 E. Ninth St., Cleveland, Ohio, reported contemplates establishing plant to handle fruit juices, etc.

Fla., Miami—Seybold Baking Co., subsidiary of Southern Baking Co., Atlanta, Ga., let contract to Equity Construction Co., 25 W. 43rd St., New York City, for \$600,000 plant, 185x200 ft., 2-story, Spanish architecture, stucco finish; install most modern equipment; construction begun, to be completed by Nov. 15.*

Fla., Miami—Atlantic Insurance Co., capital \$1,000,000, incorporated; George C. Stembler, Pres., First Natl. Bank Bldg.

Fla., Miami Shores—Fire-Fighting Equipment—Town Council plans installing fire-fighting apparatus; Edward C. Dougherty, Town Clk. See Financial News—Bond Issues Proposed.

Fla., Palma Sola—Reasoner Brothers Nurseries, N. A. Reasoner, Mgr., of Bradenton, acquired 12 acres land, will extend nursery.

Fla., Sanford—Newspaper—Charles L. Britt and associates acquired the Sanford Signal, will operate.

Fla., St. Petersburg—Ericsson Steamship Line reported contemplates establishing passenger steamship service from St. Petersburg to Havana; surveys now being made.

Fla., Tampa—Southern Baking Co., Harry D. Tipton, Pres., Atlanta, Ga., let major construction contract to Equity Construction Co., Inc., 25 W. 43d St., New York, at \$800,000, for baking plant at Horatio St. and Dakota Ave.*

Ga., Atlanta—Atlanta Metallic Casket Co., 200 Elliott St., let contract to Flagler Construction Co., Red Rock Bldg., Atlanta, for plant addition; install 450-ton press and dies, motors, hoists, trolleys, etc.; equipment furnished by E. W. Bliss Co., Brooklyn, N. Y.; Atlanta Hilco Corp., Atlanta, Ga.*

Ky., Paducah—Model Laundry, Albert Wahl, Sr., let contract to Lockwood & Gasser for laundry plant at 13th and Broadway; 2-story, 60x103 ft., brick, fireproof, steel sash; estimated cost \$25,000; construction to begin at once.

Ky., Russellville—Blackrock Asphalt Co., Edwin Lodge, Pres., Buffalo, N. Y., reported plans extensive asphalt operations in Logan County.

La., Baton Rouge—City received low bid

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from The Seagraves Corp., Columbus, Ohio, for additional hose engine, 750 gal. capacity.*

La., Baton Rouge—Bunn Electric Co., Inc., capital \$100,000, chartered; Orlen L. Bunn, Harman L. Asset.

La., Lake Charles—Lake Charles Building Material Co., capital \$25,000, incorporated; E. A. Fletcher, 1203 North St., Beaumont, Tex.

La., Lake Charles—Mercantile—The H. Packham & Co., Inc., capital \$10,000, chartered; Hyman Packman, El Dorado, Ark.; Joe D. Riff, Lake Charles.

La., New Orleans—Brownie Theaters, Inc., capital \$35,000, chartered; W. E. Callaway, 7609 S. Claiborne St.

La., New Orleans—Notions, etc.—Dwyer Bros., Inc., capital \$50,000, chartered; Wm. H. Dwyer, 5355 St. Charles Ave.

La., New Orleans—Magazine Storage Co., Inc., capital \$20,000, chartered; Chas. A. Loesch, 2416 Soniat St.; W. German.

La., New Orleans—Standard Cravat Co., Inc., chartered; Floyd B. Athey, 2629 Upperline St.

La., New Orleans—Shirts, Overalls, etc.—Theo. Weiss & Co., Inc., 217-21 Chartres St., advises: "Our plans for building will be deferred until on or about June 1, 1929, or until the leases we hold on present premises expire; have purchased sufficient area to build plant 40,000 sq. ft. on one floor and it will be so constructed that additional floors can be added in full or in part as required; Leon C. Weiss, Octavia Apartments, will be Archt.*"

La., Thibodaux—Tableware, etc.—Magnolia, Inc., capital \$20,000, chartered; Andrew H. Hoffman, K. J. Braud.

Md., Baltimore—Schmidt Baking Co., Inc., cor. Laurens and Carey Sts., chartered; Clarence A. Tucker, Carl P. Schmidt.

Md., Baltimore—Confections—Thompson's, Inc., 39 E. North Ave., chartered; James W. Thompson, Helen A. Thompson.

Md., Baltimore—Clothing—The United Wholesalers Corp., 1040 Light St., capital \$10,000, chartered; Hymen K. Cohen, David L. Schiller.

Md., Baltimore—Oil Burners—Silent Automatic Corp. of Baltimore, 204 W. Franklin St., capital \$10,000, chartered; Vernon T. Hofferbert, Moses W. Rosenfeld.

Md., Cambridge—Awnings, etc.—H. F. Brannock, Inc., Gay St. and Court Lane, capital \$20,000, chartered; Fred A. Brannock, Edward H. Barnett.

Md., Baltimore—Allentown Dairy Corp., Citizens National Bank Bldg., chartered; Ralph P. Buell, Wm. H. Hall.

Md., Baltimore—Style-Bilt Furniture Manufacturing Co., Inc., Frederick and Wilkens Ave., capital \$10,000, chartered; Irving M. O'Keefe, George A. Elchorn.

Md., Hagerstown—The Linwood Elevator Co., capital \$50,000, incorporated; Christian M. Horst, Clarence E. Miller.

Md., Hagerstown—Maryland Barber Supply Co., Inc., chartered; Edward C. Foltz, William B. Conrad.

Miss., Biloxi—Collins Bros. Contracting Co., incorporated; Wm. J. Collins, Owen T. Corr.

Miss., Canton—Southern Undertaking Assn., chartered; M. T. Williams, J. E. Foley.

Miss., Gulfport—Magnolia Syrup Co., capital \$25,000, chartered; R. A. Wallace, Gulfport; J. M. Wigley, Hattiesburg.

Miss., Gulfport—Gulf Jobbing Co., capital \$30,000, incorporated; L. A. Koenenn, G. T. Darnell.

Miss., Jackson—Southern Stone Tile Co., capital \$15,000, incorporated; J. M. Evans, 322 Alexander Ave.

Miss., McComb—J. O. Emmerich has permit for print shop on N. Broadway; J. C. Rooney contract for plumbing.

Miss., Vicksburg—Valley Furniture Co., capital \$10,000, incorporated; A. L. Wachenheim, Marcus Wachenheim.

Mo., Gallatin—Gallatin Publishing Co., capital \$15,000, incorporated; Fred Harrison, Boonville; John F. Hull, Maryville.

Mo., Kansas City—United States Gypsum Co., Chicago, Ill., reported, will erect factory to manufacture chipboard, 3 story and basement, 50x600 ft., also warehouse, 3 story and basement, 200x60 ft., and auxiliary buildings, including boiler house; daily output 75 tons chipboard.

Mo., Kansas City—National Building Material Co., capital \$100,000, incorporated; E. A. Brinton, 3925 Genessee St.

Mo., St. Louis—Harry J. Knapp Drug Co.,

capital \$10,000, incorporated; O. J. Cloughly, 1414 Blackstone St.

N. C., Asheville—Coxe Apartments, Inc., capital \$200,000, chartered; Willis J. Milner, Jr., Sluder Bldg.

N. C., Asheville—Cox Engineers, Inc., capital \$50,000, chartered; T. A. Cox, Jr., Westall Bldg.

N. C., Asheville—Balsam Construction Co., capital \$100,000, incorporated; Geo. Pennell, Legal Bldg.

N. C., Charlotte—Central Hotel Co., capital \$100,000, incorporated; Fred Pardue, Salisbury; J. N. Thompson, Charlotte.

N. C., Charlotte—Shoes—W. A. Small & Co., E. Trade St., capital \$600,000, incorporated; W. A. Small, J. F. Schachner.

N. C., Greensboro—El More Cigar Co., capital \$25,000, incorporated; John T. Rees, 422 N. Elm St.

N. C., New Bern—Glenburnie Bulb Co., capital \$100,000, incorporated; W. R. Ross, W. C. Chadwick.

N. C., Salisbury—Empire Hotel Co., capital \$10,000, incorporated; Fred Pardue, Salisbury; J. N. Thompson, Charlotte.

S. C., Spartanburg—Piedmont Laundry, E. O. Page, Propr., S. Liberty and Kennedy Sts., soon let contract for 3-story addition to plant; machinery all purchased.*

N. C., Winston-Salem—Camel City Laundry Co., capital \$50,000, incorporated; D. B. Stockton, Frank W. Mabry, 703 Shallowford St.

N. C., Winston-Salem—Frank Roedel leased the Winklers Bakery, 523 S. Main St.; will operate.

Okla., Blackwell—City will expend \$50,000 for fire extensions; Dwight Randall, City Clerk. See Financial News—Bond Issues Proposed.

Okla., Oklahoma City—The Lakeview Co., capital \$10,000, incorporated; G. S. Simpson, 2720 West Eighteenth St.

S. C., Greenville—W. H. Balentine Co., 110 E. Court St., has permit for \$50,000 addition to plant; consists of two wings, one 80x20 ft. and one 42x34 ft.; reinforced concrete and steel, completely fireproof, steel window frames; construction begun.

Tenn., Chattanooga—Allen Automatic Tag Machine Co. of America, reported, contemplates erection of plant; C. W. Howard, 815 Broad St., interested in project.

Tenn., Memphis—Cleaning Compound—Aureole Co. of Memphis, Inc., 286 Union Ave., incorporated; Ceylon B. Frazer, Philip Dickinson.

Tenn., Memphis—Goodwyn Crockery Co., 36 Carolina Ave., acquired the Memphis Queensware Co.; continue existing business.

Tenn., Morristown—Tobacco—Morristown Burley Pack House, Inc., chartered; W. H. Mullins, O. R. Marshall.

Tex., Dallas—Dallas Upholstering & Manufacturing Co., 231 N. Haskell St., capital \$15,000, incorporated; Donald Atkins, E. W. Crabb.

Tex., Dallas—Texan Hotel Co. of Dallas, capital \$260,000, incorporated; W. G. Swindell, 3624 Dickason St.

Tex., Dallas—Lone Star Candy Co., capital \$20,000, incorporated; Geo. Lewis, 3041 Indiana St.

Tex., Fort Worth—The A. V. Burner Co., capital \$10,000, incorporated; F. G. Vonhofen, Ellison Bldg.

Tex., Houston—Bryan Contracting Co., incorporated; T. F. Bryan, H. G. Bryan.

Tex., Houston—Highway Sign Co., incorporated; G. H. Power, H. G. Bryan.

Tex., Houston—Charles W. Parker Music Co. of Texas, 908 Capitol St., capital \$100,000, chartered; Chas. W. Parker, Sr., C. L. Alfie.

Tex., Laredo—The Laredo Daily Times, capital \$100,000, incorporated; O. K. Killam, J. E. Hanaway.

Tex., Mission—O. E. Cannon, F. L. Flynn and associates, organized \$10,000 company; plans publishing weekly newspaper and do general printing; equipment all purchased.

Tex., San Antonio—Fire Fighting Equipment—City let contract to American LaFrance Fire Engine Co., Inc., Elmira, N. Y., for one hook and ladder truck; Jno. W. Tobin, Mayor.

Tex., Three Rivers—Three Rivers Glass Co., Chas. R. Tips, Gen. Mgr., let contract to J. M. Ramey for new tank, install automatic bottle making machinery, furnished by Laclede Christy Clay Products Co., St. Louis, Mo., and Alama Iron Works, San Antonio, Tex.*

Va., Abingdon—Tobacco Warehouse—Ber-

nard-Vann Corp., capital \$10,000, chartered; J. S. Bernard of Greenville, Tenn.; J. E. Legard, Abingdon.

Va., Lexington—Building Materials—Ruble & Hutcheson, Inc., capital \$60,000, chartered; Robert S. Hutcheson, Isaac F. Lackey.

Va., Lynchburg—Mercantile—Halle & Co., Inc., capital \$50,000, chartered; F. Mercer Halle, Leon R. Waters.

Va., Martinsville—Blue Ridge Amusement Corp., chartered; T. G. Leitch, W. J. Lawless.

Va., Norfolk—Norfolk and Princess Anne Co-Operative Milk Producers' Assn., Inc., capital \$50,000, chartered; R. E. Thrasher, Great Bridge, Va.

Va., Roanoke—Patent Devices—The Impactograph Corp., capital \$100,000, chartered; John B. Baskerville, 113 Elm Ave. S. W.

Va., Scottsville—Scottsville Hardware Co., Inc., capital \$20,000, chartered; R. C. Kent, Geo. T. Omohundro.

Va., Yorktown—Navy Dept., Douglas Robinson, Asst. Sec. to Navy, Washington, D. C., reported contemplate establishing naval arsenal at Yorktown.

W. Va., Fairmont—Merger of Fairmont Times and the West Virginian has been completed; to be known as Fairmont Newspaper Publishing Co., with W. J. Weigel, Pres.; James H. Thomas, Sec.

W. Va., Huntington—Bonita Art Glass Co., Otto Jaeger, Mgr., Adams Ave.; will soon begin construction of \$15,000 addition to plant.*

Motor Bus Lines and Terminals

N. C., Winston-Salem—Safe Bus Corp., H. H. Morgan, Pres., Atlantic Bldg., reported acquired Trade Street and Boston Cottage lines, to be operated under name of Safe Bus, Inc.; company maintains garage and workshop Third St. and Patterson Ave. and filling station cor. East Fourteenth St. and Woodland Ave.

Va., Clinchfield—Sidney Adams has permit for passenger bus line between Hamlin and Clinchfield.

Va., Staunton—S. L. Echard Bus Line, Inc., capital \$25,000, chartered; J. H. May, J. K. Sheets.

Motor Cars, Garages, Filling Stations

Ala., Demopolis—Roulhac Gewin let contract to J. Earle Brooker for garage, filling station and salesroom building; 1-story, 75x150 ft., brick walls, plate-glass fronts, steel sash, beams on steel columns, Spanish tile mansard roof; equipment not contracted for; Alsop & Callaman, Archts., Rand Bldg., Memphis, Tenn.*

Ala., Selma—Marshall Brothers let contract to Rutledge & Pattison for \$15,000 garage on Lauderdale St., 50x130 ft., brick.

Ala., Mobile—Kittrell-Milling Motor Co., 113 N. Royal St., has permit for \$34,000 building at St. Louis and Hamilton St.; G. A. Chamblin, 9 S. Claiborne St., Contr.

Ala., Mobile—Gayle Motor Co., J. S. Gayle, 113 Government St., plans erecting \$75,000 building at Jefferson and Government St.; soon invite bids.

Fla., Bowling Green—Universal Car Co., W. F. Allen, Prop., will erect \$15,000 garage at Main St. and Dixie Highway.

Fla., Jacksonville—William A. Estaver Co., L. P. Owens, Jr., Mgr., 220 W. Adams St., has plans for \$10,000 sales and service building, corner First and Main Sts.; 2-story, concrete and brick; building will be equipped with mechanics' pits, each pit complete garage in itself; acquired 105x125 ft. site; George B. Hills Co., Engrs., Liggett Bldg.

Ga., Atlanta—Massell Realty Co., 43½ Peachtree St., will erect \$250,000 building, cor. Spring and Harris Sts.; 4-story, 100x200 ft.; to be occupied by J. W. Goldsmith-Becker Co. (Hudson and Essex automobiles), present address 220 Peachtree St.; building to be completed by May 1, 1927.

Ga., Griffin—Automobiles—T. J. Bailey, Inc., capital \$25,000, chartered; T. J. Bailey, H. V. Kell.

La., Bastrop—McBride Construction Co. has contract for 50x100-ft. building on Pine St.; brick, plate glass fronts; to be occupied by Michle Chevrolet Co.

La., New Orleans—Consumers Service & Garage Co., incorporated; C. F. Dumaine, Louisiana Bldg.

La., New Orleans—Truck Wrecking & Supply, Inc., chartered; Cyril Glaser, 5555 Milne St.

Md., Baltimore—Govans Motor Co., Inc., 5604 Greenmount Ave., capital \$50,000, chartered; W. Earl Wood, Wm. P. Norfolk.

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Md., Baltimore—The Piersimoni Auto Motor Improvement Co., 1 S. Curley St., capital \$50,000, incorporated; John Piersimoni, Andrew Agro.

Md., Baltimore—Black & White Corp., 766 Washington Blvd., capital \$30,000, incorporated; Charles W. Brady, Gordon W. Ashley.

Miss., Biloxi—Aubert Motor Car Co., Inc., R. L. Aubert, Pres., let contract to Oden & Glenn of Hattiesburg, at \$18,475, for new garage on 25th Ave.; 2-story, 50x100 ft., brick, with terra cotta trim; later will let contracts for heating and plumbing; Shaw & Woleben, Archts., Northrop Bldg.*

Miss., Hattiesburg—R. Bruce McLeod and H. S. Hagerty has permit for gas and service station on Main St.

Miss., Mount Olive—Mount Olive Motor Co., incorporated; Henry O. Smith, Fitzhugh Dickson.

Miss., Natchez—Southern Tire Co., incorporated; L. S. Stanton, Franklin St.

Miss., Natchez—461 Tire Co., Clyde Crothers, let contract for new filling station, battery house and tire house; portion of equipment ordered.*

Mo., Joplin—Edward M. Davis, 721 Byers St., has permit for \$14,000 garage to be erected at 913 Virginia Ave.; concrete and steel.

Mo., St. Louis—Alemite Super Service Co., Inc., chartered; W. Arthur Stickney, St. Louis Country Club.

Mo., St. Louis—Roberts & Hall Tire Co., capital \$25,000, chartered; Oliver Blackinton, 633 Fairview.

N. C., Goldsboro—Automobiles—Spence & Brown, Inc., capital \$50,000, chartered; Ryall H. Spence, Geo. K. Browne.

N. C., High Point—Sheraton Chevrolet Co., capital \$100,000, incorporated; C. D. Frye, High Point; C. F. Finch, Thomasville.

Tenn., Chattanooga—Al Smith Motor Co., Al Smith, Pres., acquired site at Main and Adams Sts.; will erect automobile sales room.

Tenn., Memphis—Nash-Echoff Motor Co. leased building at 217 Union Ave., 90x200 ft.; establish sales and service plant.

Tex., Harlingen—J. A. Seagrove and W. E. Johnson have plans for \$30,000 garage on E. Jackson Ave.

Tex., Houston—Mrs. Mary E. Jones, 318 Sixth St., let contract to Henry H. Yates, Humble Bldg., for \$12,700 garage building at 1315 Dallas Ave.; hollow tile, brick and steel.

Tex., Houston—The Southwestern Construction Co., West Bldg., has contract for garage building at Crawford and Prairie Aves. for the Terminal Investment Co. to serve the Ben Milan Hotel; 1-story, 75x122 ft., reinforced concrete, brick and tile; estimated cost \$35,000.

Tex., Mt. Pleasant—Automobiles—Irvin-Robertson, Inc., capital \$15,000, chartered; W. O. Irvin, J. Lee Robertson.

Tex., Navasota—Citizens Motor Co., Inc., capital \$10,000, chartered; J. T. Barry, J. E. Cuthrell.

Va., Petersburg—The Temple Tire & Battery Co., Inc., capital \$10,000, chartered; J. Kuyk Tucker, E. J. Hoy.

Va., South Boston—Frank Craddock Motor Co., Inc., capital \$50,000, chartered; Frank L. Craddock, Page H. Vaughan.

W. Va., Fairmont—Kayness Parking Co., A. C. Kinkhead, 1328 Jackson St., leased site at Jackson and Jefferson Sts.; will erect three-pump filling station.

W. Va., Huntington—E. Vernon Carter, 1945 Fifth Ave., of the Carter Motor Sales Co., Sixth Ave. and Twelfth St., acquired the Mac Motor Co.; will operate.

Railways

Miss., Jackson—Gulf, Mobile & Northern Railroad proposes to build an extension of the Jackson & Eastern Railroad into Jackson from Lena and also to reconstruct the line between Lena and Union, Miss. L. P. O. Exley, Laurel, Miss., is Ch. Engr.

Miss., Jackson—New Orleans Great Northern Railroad has asked the Interstate Commerce Commission for authority to build an extension from Nogan, Miss., through Jackson to the Pearl River to connect with the Jackson & Eastern Railroad; W. R. Farris, New Orleans, La., is V.-P. and Gen. Mgr.

Tex., Edinburg—Southern Pacific Railway has let contract to the W. J. Harris Contracting Co., El Paso, Tex., to build the extension from Edinburg to Falfurrias, Tex., about 50 mi.

Railway Shops and Terminals

Fla., Ocala—Atlantic Coast Line R. R. Co., J. E. Willoughby, Ch. Engr., Wilmington, N. C., reported let contract to Ogle Construction Co., 28 E. Jackson Blvd., Chicago, Ill., for 300-ton reinforced concrete coaling station and electrically operated cinder plant; also for 500-ton coaling stations at Montgomery, Ala.; Albany, Ga., and Palatka, Fla.*

Ga., Atlanta—The Pullman Co., Pullman Bldg., Chicago, Ill., let contract to W. C. Shepherd, Silvey Bldg., and Burton F. Williams, 906 Church St., for remodeling and rehabilitating newly acquired shops at Kirkwood; work includes grading, railroad track construction, concrete foundation, laying and some paving, etc.*

Roads, Streets and Paving

Large sums are being expended for roads, streets and paving in connection with Land Development operations. Details will be found under that classification.

Proposed Construction

Ala., Birmingham—City Comm. may widen Twentieth St. south; A. J. Hawkins, City Engr.

Ala., Butler—State Highway Comm., Montgomery, receives bids Sept. 29 for 5 mi. road, from Butler south, 110,000 cu. yd. excavation, 61,000 lbs. reinforcing steel, 10,500 cu. yd. sand-clay surfacing, 4700 cu. yd. gravel surfacing; plans on file and from W. A. McCalla, State Highway Engr.

Ark., Conway—City receives bids Aug. 16 for 10 blocks street paving, connecting west side of city with college. Address City Clk.*

Ark., Pine Bluff—City plans creating Street Improvement Dist. No. 95, providing for about 10 blocks street paving. Address Board of Public Affairs.

D. C., Washington—Dist. Commrs. plan widening Potomac Ave. to 110 ft. from Nebraska Ave. to Reservoir Rd.; Reservoir Rd., 50 to 90 ft., Potomac Ave. to Conduit Rd.

Fla., Apalachicola—State Board Department, Tallahassee, received low bid from Bennett Construction Co., Dothan, Ala., at \$43,423 to grade and drain 7.89 mi. Road No. 10, Franklin County, from Apalachicola to Gulf County line.*

Fla., Bartow—Polk County Commrs. plan new road district coming into north city limits of Lake Wales, centering in Lake of the Hills and Waverly, extending north to East Winter Haven on east, from Templeton north to Eloise-Winter Haven Dist. line; plan 12 roads totaling 23 mi., 15-ft. asphalt. See Financial News—Bond Issues Proposed.

Fla., Fort Lauderdale—City, Glen E. Turner, Auditor-Clk., plans grading and paving 23 streets.

Fla., Inverness—Citrus County Commrs. plan road from Inverness to Withlacoochee River.

Fla., Jacksonville—Duval County Commrs. plan extending Edgewood Ave. from Kings Rd. to Cleveland Rd.; F. M. Edwards, County Engr.

Fla., Jasper—State Road Dept., F. A. Hathaway, Chmn., Tallahassee, receives bids Aug. 27 for 13 mi. 8-in. compacted Florida lime rock base, Road No. 2, from Jasper to Georgia State line; plans on file; J. L. Cresap, State Highway Engr.

Fla., Miami Shores—Town, Edward C. Dougherty, Clk., plans streets and sidewalks. See Financial News—Bond Issues Proposed.

Fla., St. Augustine—State Road Dept., Tallahassee, receives bids in about 60 days for paving road between St. Johns County line and St. Augustine; Dr. Fons A. Hathaway, Chmn.

Fla., Sanford—City, Mgr. Williams, plans opening Bay Ave., extending Tenth and Eleventh, and widening Celery Ave.

Fla., St. Petersburg—City Comm. plans opening First Ave. north; cost \$490,000. See Financial News—Bond Issues Proposed.

Fla., South Jacksonville, Jacksonville—City plans repaving Hendricks Ave. with brick from Center St. to Mitchell Ave. Address City Clerk.

Fla., Stuart—Martin County Commrs., H. N. Gaines, Chmn., received low bids for 2 roads: Martin Highway, between Palm City and Okeechobee County line, C. R. Cummings Co., St. Augustine, \$194,008; 3.5 mi. Jensen Beach Road, from Ocean Bridge Road

to St. Lucie Inlet, Rollins Construction Co., \$44,434.*

Fla., Titusville—City, J. P. Wilson, Clk., receives bids Aug. 30 for 113,900 sq. yd. 6-in. one course plain Portland cement concrete pavement; 65,500 lin. ft. combination curb and gutter, 68,300 cu. yd. street grading; plans on file and from Henry B. Smith, City Engr.

Ga., Americus—Sumter County Commrs. plan hard surfacing 8 mi. Dixie Highway from point east of Americus to Andersonville.

Ga., Bainbridge—City plans paving Calhoun St., Broad to Flint River Memorial Bridge; Clark St., Broughton to Water. Address City Clerk.

Ga., Griffin—City plans grading Poplar St. Road to Flint River. Address City Clk.

Ga., Lyons—State Highway Dept., East Point, plans grading and paving Toombs County portion U. S. Route No. 1.

Ga., Millen—Jenkins County Commrs. plan road building, cost \$200,000. See Financial News—Bond Issues Proposed.

Ga., Savannah—City, J. Ward Motte, Director of Public Works, plans paving 4 streets, including 55th, 41st; receives bids soon to resurface Railroad St. and Louisville Road.

Kentucky—State Highway Comm., Frankfort, receives bids Aug. 23 for bituminous surface treatment on 19 roads: Logan County, 3.38 mi. and 3 mi. 14-ft. Russellville-Morgantown Rd.; Hart County, 3.4 mi. 10-ft. Horse Cave-Bear Wallow; 3 mi. 14-ft. Munfordville-Bear Wallow; Larue County, 7 mi. 14 and 18 ft. Hofsenville-Bear Wallow, from Buffalo to Magnolia; Bullitt County, 7.2 mi. 14-ft. Louisville-Shepherdsville; Jefferson County line to Shepherdsville; Jefferson County, 7 mi. 16, 18 and 22 ft. Louisville-Taylorsville, Louisville to point east of Jeffersonstown; Shelby County, 6 mi. 6, 12 and 14 ft. Shelbyville-Mt. Eden, from point southeast of Shelbyville to Mt. Eden; Henry County, 3.7 mi. 14-ft. Eminence-New Castle; Scott County, 11.2 mi. 14 and 32 ft. Georgetown-Owenton; Owen County, 4 mi. 14-ft. Owenton-Warsaw, from Bromley to Sparta; 8 mi. 14-ft. Owenton-Warsaw, Owenton to Bromley.

In Campbell County, 6 mi. 16 and 20 ft. Newport-Alexandria; Pendleton County, 4.8 mi. 14-ft. Covington-Falmouth, from point south of Kenton County, south; Montgomery County, 9.14 mi. 14 and 18 ft. Mt. Sterling-Paris, Mt. Sterling to Bourbon County line; Nicholas County, 4.9 mi. 16-ft. Maysville-Lexington, from Bourbon County line to junction of Project No. 61; Bourbon County, 3 mi. 16 and 18 ft. Maysville-Lexington, Nicholas County line south; 1 mi. 18-ft. Cynthiana, Paris; Rich County, 3.2 mi. 14-ft. Sharpsburg-Owingsville, from Sharpsville east; Estill County, 7.68 mi. 14-ft. Irvine-Richmond, Irvine to Madison County line; Bell County, 6.74 mi. 16-ft. Pineville-Barbourville, and Middlesboro-Pineville; E. N. Todd, State Highway Engr.

Ky., Campton—Wolfe County appropriated \$12,000 toward surfacing road from Stanton to Wolfe County line. Address County Commissioners.

Ky., Hindman—Knott County appropriated \$150,000 toward Kyva Rd. Address County Commrs.

Ky., Maysville—City, Robert Adair, Mayor, plans rebuilding every cross street with concrete.

Ky., Stanford—State Highway Comm., Frankfort, receive bids Sept. 27 for Stanford-Lancaster Rd., Lincoln County; plans grading and draining 7.6 mi. Busseyville-Sandy Hook Rd., Lawrence County, 4.4 mi. Willom-Falmouth Rd., Lee County.

Louisiana—Louisiana Highway Comm., Baton Rouge, receives bids Aug. 24 to furnish gravel and build 3 roads in Bienville Parish: 2.778 mi. Gibsland-Athens Highway, Gibsland to Claiborne Parish line; 11.01 mi., Castor-Lucky Highway, Castor to gravel road at Lucky; 9 mi. Bienville-Jonesboro Highway, west end of Dugdemona Bridge at Jackson-Bienville Parish line, towards Bienville; plans on file; W. B. Robert, State Highway Engr.

Louisiana—Louisiana Highway Comm., Baton Rouge, receives bids Sept. 2 to build 3 roads and furnish gravel for 19.5 mi. road; Rapides Parish, 6.947 mi. Alexandria-Leconte Highway, from Lee St. at city limits to point east of Moreland; 2-in. Warrenite bitulithic, 2-in. bituminous concrete, Modified Topeka type, 2½-in. sheet asphalt, 2-in. cold mixed limestone rock asphalt, brick pavement on concrete base, also Portland cement concrete pavement; Plaquemines Parish, 8.067 mi. New Orleans-Fort Jackson Highway, from point about 9 mi. below Magnolia

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to end of gravel road above Doullint canal; East Corral Parish, 19.5 mi. Lake Providence-Epps Highway, from end of gravel road north of Lake Providence to Bayou Macon east of Epps; plans on file; W. B. Robert, State Highway Engr.

Louisiana—Louisiana Highway Comm., Baton Rouge, receives bids Sept. 7 to furnish gravel and build 2 roads: Morehouse Parish, 8.76 mi. gravel, Bastrop-Farmerville Highway, Bastrop to Morehouse-Ouachita Parish line near Perryville; Ouachita Parish, .89 mi. gravel, Bastrop-Farmerville Highway, from Morehouse-Ouachita Parish line near Perryville to gravel road to Sterlington; plans on file; W. B. Robert, State Highway Engr.

La., Greensburg—Louisiana Highway Comm., Baton Rouge, receives bids Sept. 2 for 14.195 mi. Kentwood-Chipola Highway, St. Helena Parish, from Tangipajoa-St. Helena Parish line west of Kentwood to Chipola; plans on file; W. B. Robert, State Highway Engr.

La., Gretna—Louisiana Highway Comm., Baton Rouge, received low bid for 3 sections roads in Jefferson Parish, totaling about 10 mi.: Southern Roads Co., New Orleans, \$400,352, 2-in. Warrenite bitulithic; R. G. Lassiter & Co., Raleigh, N. C., \$352,238, 2-in. asphalt concrete; Uvalde Paving Co., Dallas, Tex., \$394,469, 2-in. limestone rock asphalt with hot mix; R. G. Lassiter & Co., \$304,347, 2½-in. sheet asphalt surfacing.*

La., Harrisonburg—Louisiana Highway Comm., Baton Rouge, received low bid from A. M. Wilks, Alexandria, at \$19,406, for 4.515 mi. Jena-Jonesville Highway, Catahoula Parish.*

La., Lake Charles—City, Harry J. Geary, Mayor, receives bids Aug. 30 to pave 42 streets, including S. Ryan, Pithon Weineke; E. L. Gorham, City Engr.; Emma H. Squires, Clk.

Maryland—State Roads Comm., 601 Garrett Bldg., Baltimore, received low bids for 4 roads: Montgomery County, 1 mi. concrete shoulders along Wilson Lane, Old Georgetown Road toward Glen Echo; 1 mi. along Old Georgetown Road from near Bethesda toward Beane, Southern Construction Co., Lexington St., Baltimore, \$14,768; 1.61 mi. concrete surfacing along Rockville Pike, from D. C. line to Bethesda, Poffinger & Mause, Myersville, Md., \$44,810; steel and concrete bridge on Washington-Rockville Road over B. & O. R. R. tracks at Bethesda, Forbes-Murphy Construction Co., \$8675; Frederick County, 1.31 mi. macadam resurfacing, Thurmont toward Graceham, Bester-Long Co., Hagerstown, \$12,285.*

Md., Baltimore—City, Howard W. Jackson, Mayor, plans widening Clifton Ave. at Walbrook Junction; B. L. Crozier, Ch. Engr.

Md., Baltimore—Board of Awards receives bids Aug. 18 to grade, curb and pave with 8200 sq. yd. sheet asphalt streets in Cont. No. 361; 10,760 sq. yd. cement concrete, Cont. No. 362; plans on file; B. L. Crozier, Ch. Engr.; Stuart L. Purcell, Highways Engr.; Howard W. Jackson, Mayor.

Md., Baltimore—Board of Awards receives bids Aug. 18 to grade and pave with cement concrete footways in Footway Cont. No. 96; plans on file; Stuart Purcell, Highways Engr.; B. L. Crozier, Ch. Engr.; Howard W. Jackson, Mayor.

Md., Baltimore—Stuart Purcell, Highways Engr., approved expending \$31,000 to pave Friendship, Lanvale and Whitmore Sts.; B. L. Crozier, Ch. Engr.; Howard W. Jackson, Mayor.

Md., Hyattsville—City, G. Hodges Carr, Clk., receives bids Aug. 16 for 1790 sq. yd. concrete sidewalks, 4600 ln. ft. concrete curb, 5160 sq. yd. concrete pavement on Cecil and Garfield Ave.; plans from Robert B. Morse, Ch. Engr. Washington Suburban Sanitary Dist., Ralston Ave., Hyattsville; Irving Owens, Mayor.

Md., Upper Marlboro—State Roads Comm., 601 Garrett Bldg., Baltimore, Md., plans extending Rhode Island Ave. through Mount Rainier and Brentwood to Hyattsville.

Miss., Gulfport—Harrison County Board of Supvrs., received low bid from Southern Paving Construction Co. at \$83,517 to resurface with Warrenite and widen to 23 ft. Beach Rd., Beat 1, from Holmhaven to Du Buys.

Miss., Monticello—Lawrence County Comms., plan gravel roads in Beat 3; cost \$75,000. See Financial News—Bond Issues Proposed.

Miss., Starkville—Oktibbeha County Board of Supvrs., J. E. Buckner, Clk., receive bids probably first Monday in Nov. for 2 rock roads from Starkville to Gray County line; cost \$200,000. See Financial News—Bond Issues Proposed.*

Mo., Cape Girardeau—City, W. C. Kaempfer, Clk., receives bids Aug. 16 to grade, lay concrete curbs and gutters and 6-in. concrete pavement on Themis and Whitener Sts.; plans on file.

Mo., Liberty—State Highway Dept., Jefferson City, plans grading 16 mi. road in Clay County, from Liberty to Kearney, to Kearney and Holt, Clinton County line; B. H. Plepmeier, Ch. Highway Engr.

Mo., Mineola—State Highway Dept., Jefferson City, plans elevating Main St. to 8 ft. above floor line of stores fronting on it.

North Carolina—State Highway Comm., Raleigh, receives bids Aug. 20 for 2 roads: Mecklenburg County, 7 mi. new Charlottesville-Gastonia Highway; Rowan County, 28 mi. Salisbury to Albemarle Rd.; J. B. Pridden, State Highway Engr. for Sixth Dist.

North Carolina—State Highway Comm., Raleigh, receives bids Aug. 25 for 50 mi. hard-surfaced, and 5 mi. top-soil roads in Sixth Highway Commission; J. B. Pridden, State Highway Engr. for district.

N. C., Bladenboro—Town plans paving Main St. 30-ft. wide and sidewalks; cost \$35,000. Address Town Clk.

N. C., Charlotte—City Comms. plan opening and widening South Poplar St., Stone-wall to Morehead.

N. C., Fayetteville—Oliver T. Wallace receives bids Aug. 13 for 2500 sq. yd. concrete sidewalks in Sherwood Forest development; plans from George W. Crawford, La Fayette Hotel, or City Engr.

N. C., Raleigh—Chamber of Commerce interested in paving 17 mi. Oxford Road from Raleigh to Creedmore.

Okla., Frederick—City plans additional street paving; Benham Engineering Co., 512 Gumbel Bldg., Constl Engrs., Kansas City, Mo.

Okla., Poteau—D. A. Shaw, Mayor, plans street improvements, also 25-ft. concrete bridge with double driveway at Harper St.

Tenn., Etowah—Town Comms., N. G. Dixon, Street Commr., receive bids Aug. 16 for 10 blocks concrete street paving; plans from J. E. Shemwell, Recorder.

Tenn., Knoxville—City, Louis Brownlow, Mgr., plans paving Island Home Ave., Walker St. to Tennessee River Bridge.

Tenn., Mountain City—Tennessee Dept. of Highways and Public Works, Nashville, plans completing highway from Mountain City, Johnson County, to Johnson City, Washington County, through Elizabethton.

Tenn., Nashville—City, S. H. McKay, Clk., receives bids Aug. 17 to pave 11 streets including Berryhill, Wilburn; to lay and reset concrete curb on 7 streets and avenues; lay concrete curb and gutter on 3 streets; plans from Wm. W. Southgate, City Engr.; Hilary E. Howse, Mayor.

Tenn., Nashville—City, Board of Public Works, receives bids Aug. 17 for 90,000 sq. yd. paving; estimated cost \$230,000; plans 16,000 ln. ft. curbing; W. W. Southgate, City Engr.

Tex., Angleton—State Highway Comm., Hal Moesley, Chmn., Austin, receives bids August 31, tentative date, for road and 11 bridges; 11.74 mi. grading, bridges and B.Mates section concrete paving on shell base, Highway No. 58, from Road Dist. No. 20 line through Road Dist. No. 11 to Sam Bernado River; also 11 bridges over 20-ft. span, including cone pile trestle and street bridge; estimated total cost \$452,500; A. C. Love, State Highway Engr.; C. A. Gavin, Engr.

Tex., Batesville—Zavalla County Comms., N. H. Hunt, County Judge, plans improving about 32 mi. concrete, Highway No. 65, through county, connecting Uvalde with Laredo Highway; W. F. Hutson, Div. Highway Engr., Crystal City. See Financial News—Bond Issues Proposed.*

Tex., Coldspring—San Jacinto County, D. M. Love, plans 5.371 mi. grading and bridges, Highway No. 35, Polk County line to Shepherd; estimated cost \$25,400; J. R. Spiller, County Engr.

Tex., Corpus Christi—City plans street improvement; cost \$225,000; John T. Wright, Sec.*

Tex., Crockett—Houston County, Leroy L. Moore, County Judge, plans 8.547 mi. grading and bridge No. 21; F. J. Von Zuben, County Engr.

Tex., Eagle Lake—City plans street improvement, cost \$50,000. Address City Clerk. See Financial News—Bond Issues Proposed.

Tex., Floresville—Wilson County, C. B. Stevenson, County Judge, plans 10.13 mi. grading, bridges and bituminous macadam surfacing Highway No. 16; Fred E. Hess, Engr.

Tex., Galveston—Galveston County, E. B. Holman, County Judge, plans 3.11 mi. concrete, Highway No. 6, from southerly end of Galveston Causeway to Forty-eighth St., Galveston; estimated cost \$142,000.

Tex., Houston—City, O. F. Holcombe, Mayor, received low bid from A. M. Arnold Co., Summer & Elder Sts., at \$11,836 to gravel 11 streets, including Everett, McIntosh, Panama.

Tex., Houston—City, O. F. Holcombe, Mayor, plans paving Rusk, St. Emanuel and Jackson Sts.; J. C. McVea, City Engr.

Tex., Huntsville—Walker County, A. T. McKinney, Jr., County Judge, plans improving 3 roads: 15.13 mi. grading and bridges, State Highway No. 19, Huntsville to Riverside; 739 mi. grading, Highway No. 45, from Huntsville south; 14.087 mi. grading and bridges, Highway No. 45, from San Jacinto line toward Huntsville, through Dodge and Phelps; D. K. Caldwell, County Engr.

Tex., Jourdanton—Atascosa County Comms., Court, Earl D. Scott, County Judge, received low bid from Kelly Construction Co., San Antonio, at \$17,732, for 4.633 mi. macadam base course, Highway No. 9-A, Jourdanton to Pleasanton.*

Tex., Sinton—San Patricio County, Judge Russell, plans concrete and shell highway connecting Portland and causeway; Fred Percival, County Engr.

Tex., Victoria—State Highway Comm., Hal Moseley, Chmn., Austin, plans 8.923 mi. grading and bridges, Highway No. 29; A. C. Love, State Highway Engr.; James Douglas, Res. Engr.

Tex., Whitesboro—City received low bid from D. B. Talliaferro, Sherman, at about \$40,000 for 10,600 yd. paving, 6000 ft. curb and gutter; Municipal Engineering Co., 1107 Athletic Club Bldg., Dallas.

Va., Appomattox—Chamber of Commerce interested in improving road from north end of Appomattox County, Bent Creek to Appomattox.

Va., Petersburg—City, W. F. Drewry, Mgr., receives bids August 20 for about 21,900 sq. yd. concrete roadway paving, Halifax St.; plans on file.

Va., Portsmouth—Norfolk County Comm. of Roads and Bridges, plans improving 4 roads and 2 bridges; surface treat macadam road from Great Bridge to Fentress, cost \$18,000; rebuild Southern Branch drawbridge, \$12,000; Schoolhouse Road, from Fairmount Park to Coleman Place School, \$125,000; rebuild Ingleside Bridge, \$4000; Centreville turnpike to Mount Pleasant Road, then on Mount Pleasant Road to connect with water-bound macadam road, \$15,000; Shenandoah St., Waterview, \$9000; Brothers Road, Whittimore Road to Butt's Road, then eastwardly, cost \$15,000; Northwest Road, from Route No. 27 toward Northwest Church, \$9000; R. B. Preston, County Engr.

Va., Princess Anne—Princess Anne County, B. D. White, County Judge, plans highway from Virginia Beach Blvd. to Princess Anne Courthouse. See Financial News—Bond Issues Proposed.*

W. Va., Bluefield—City, Mgr. Bennett, plans widening, laying sidewalks and installing white-way system on Stewart.

Contracts Awarded

D. C., Washington—Dist. Comms. let contract to G. B. Mullin Co., Inc., 1296 Unshur St. N. W., to grade 6 streets in Northwest section and construct culvert across 46th St. N. W., between Albemarle and Brandwine St.; to L. M. Johnston to grade Division Ave. N. E., from Grant St. to Sheriff Road.*

Fla., Everglades—State Road Dept., Tallahassee, let contract to Alexander, Ramsey & Kerr, Inc., at \$347,847 for about 12 mi. Road No. 27, Tamiami Trail, Collier County, from corner of Monroe, Dade and Collier Counties to present work in Collier County.*

Fla., Jacksonville—City Comm., M. W. Bishop, Sec., let contract to Walter J. Bryson Paving Co., 239 W. Adams St., for 19,000 sq. yd. asphalt and 23,000 sq. yd. concrete paving; to Morgan-Hill Paving Co., Graham Bldg., and Duval Engineering & Contracting Co., Dyal-Upchurch Bldg., all Jacksonville, for 32,000 sq. yd. vitrified brick paving.*

Fla., Melbourne—City Comm., W. K. Seitz, Mgr., let contract to Buell-Clark Construction Co., Melbourne, for 152,500 sq. ft. cement sidewalks.*

Fla., Miami Beach—City, C. A. Renshaw, Mgr., contract to John W. Rollins Co., at \$66,094, for sidewalks; to T. B. McGehey & Co. at \$103,254, for street paving.

Fla., Tampa—Hillsborough County Comms., W. A. Dickenson, Clk., let contract to

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Yeats & Hedrick, at \$88,750, to re-pave Bay-shore Blvd.*

Ga., Savannah—City, J. Ward Motte, Director of Public Works, let contract to Espy Paving & Contracting Co., 6 E. Bay St., at \$23,283, to pave 54th St., Bull to Reynolds, with 6-in. plain concrete.

Ky., Frankfort—State Highway Comn. let contract to Perkins Construction Co., Frankfort, at \$139,473, for 3.406 mi. reinforced concrete Frankfort-Versailles Pike, Franklin County.

Ky., Frankfort—City, C. T. Coleman, Mayor, let contract to Davis Contracting Co., Inc., Lexington, at \$64,304, to pave East Main St. with rock asphalt on macadam or rolled stone base, from High St. to city limits.*

Ky., Paducah—City, Ross Rutter, Clk., let contract to George W. Katterjohn & Son, at \$15,000, for sidewalks and curbs.

La., Shreveport—City let contract to Shreveport Paving Co., Giddens Lane Bldg., at \$2.70 per sq. yd. to pave Merrick St. with natural rock asphalt.

Md., Baltimore—Board of Awards let contract to Arundel Construction Co., Knickerbocker Bldg., at \$22,655 to pave with cement concrete sections of thirteen streets and alleys.

Miss., West Point—City let contract to Camp Construction Co., for curbing and gutter on Broad, Division, Commerce and Main Sts.

Mo., Springfield—City let contract to Edgar V. Koch to pave and curb Monticello and Florence Sts.

Okl., Tecumseh—Pottawatomie County Comms. let contract for 3 roads: 4 mi. grading, between St. Louis and Pearson. Project No. 10, Doug. Sharp, Okemah; 10 mi. Shawnee-Belmont County Highway to Lincoln County line, Projects Nos. 14 and 15, Odel & Co., Shawnee.

Tex., Eastland—State Highway Comn., Hal Moseley, Chmn., Austin, let contract to McClung Construction Co., F. & M. Bank Bldg., Fort Worth, at \$49,156, for 3.689 mi. grading Highway No. 23, from Cisco, northwest; Crouch & Nolan, Strawn, Tex. at \$40,351, for bridges.

Tex., San Antonio—City, John W. Tobin, Mayor, let contract to Uvalde Rock Asphalt Co., San Antonio, at about \$16,000 to pave Market St., between Alamo and Rusk.

Tex., Wichita Falls—City let contract to L. E. Whitham & Co., Wichita Falls, at about \$33,000 to pave sections of 8 streets; West Texas Construction Co., Wichita Falls, at about \$22,000 to pave parts of 3 streets.*

W. Va., Clarksburg—City let contract to M. J. Fahey, 219 Charleston Ave., Clarksburg, to pave Magnolia Ave.

W. Va., Fairmont—Marion County Court let contract to Willite Road Construction Co., Morgantown, at \$94,080, for 3 mi. Willite and Bermuda asphalt and oil mixture, 3 mi. Fairmont-Grafton road, Union Dist., from Williams Cross roads to Taylor County line.

W. Va., Huntington—City Comms. let contract to J. A. Griffith, 1561 Washington Ave., at \$10,214 to pave Ninth Ave., Fourteenth to Sixteenth, with 3-in. brick on 5-in. concrete base; to J. Ullom to pave Riverside Drive, Twenty-second to Bernard, with 2½-in. brick on 5-in. concrete base.*

Sewer Construction

Large sums are being expended for sewage facilities in connection with Land Development operations. Details will be found under that classification.

Ala., Birmingham—City will let contract about August 24 for 8, 10 and 12 in. sanitary sewers, cost \$70,000; A. T. Hawkins, City Engr.*

Ala., Inglenook, Branch of Birmingham—J. J. Doddard has contract for sewers.

Fla., Jacksonville—City Comn. let contract to Dysard Construction Co., Austell Bldg., Atlanta, Ga., and Imeson Construction Co., Jacksonville, for constructing lateral sewers; cost \$163,916; for materials to Thomasville Iron Works, Thomasville, Ga.; Marshall Spencer Co., 820 Palmetto St., Jacksonville; Shearman Concrete Pipe Co., Inc., Knoxville, Tenn.; Jacksonville Concrete Pipe Co., Jacksonville; Lock Joint Pipe Co., Ampere, N. J., and American Cast Iron Pipe Co., Birmingham, Ala.; W. E. Sheddian, City Engr.*

Fla., Jacksonville—City, Frank H. Owen,

Chrmn., City Comn., receives bids Aug. 25 for sanitary sewers. (See Machinery Wanted—Sewers.)

Fla., Miami—City, H. E. Ross, Clk., receives bids August 23 for sanitary sewers. (See Machinery Wanted—Sewers.)

Fla., Miami Beach—City let contract to John W. Rollins Co. at \$91,890 for sewer work and to John J. Quinn Co. at \$65,217 for sewers in Nautilus subdivision.

Fla., Perry—Thomasville Concrete Pipe & Supply Co., Thomasville, Ga., has contract for 14,000 ft. of storm sewer pipe; will construct sewer pipe plant.*

Fla., Titusville—City, W. J. Darden, Chmn., City Council, receives bids August 30 for storm and sanitary sewers. (See Machinery Wanted—Sewers.)

Ga., Atlanta—City Council approved expenditure of \$145,000 for sewers.

La., Bunkie—City, E. H. Taliaferro, Mayor, receives bids Sept. 7 for sanitary sewer system. (See Machinery Wanted—Sewers.)

La., Plaquemine—H. A. Forrest has contract for storm drainage system; \$80,000 available.*

La., Slidell—See Water Works.

Miss., Flora—Henry A. Mentz, Consol. Engineer, Hammond, La., preparing estimates for sanitary sewer; city may vote on bonds.

Miss., Richton—Town, W. E. Carter, Mayor, will construct sewerage system; Gus Rouff, Engr.*

Mo., Versailles—City, Dr. Wm. Well, Mayor, receives bids Aug. 14 for sanitary sewers. (See Machinery Wanted—Sewers.)

N. C., Charlotte—V. B. Higgins & Co., Park Road, has contract for filter plant at \$19,200.*

N. C., Greensboro—See Water Works.

Okl., Coweta—City will construct sewer system; plans ready Aug. 15; W. E. Davis, Engr., 219 Cole Bldg., Tulsa.*

Okl., El Reno—City plans voting on \$10,000 bonds for sewers and park improvements. Address The Mayor.

Okl., Guymon—City plans sewer improvements; F. E. Devlin Engineering Co., Engrs., Wichita, Kan.

Okl., Muskogee—City plans sewer system; John March, City Engr.*

Okl., Red Fork—City will construct sewer system; plans ready about Aug. 15; W. E. Davis, Engr., 219 Cole Bldg., Tulsa.*

Okl., Tipton—City let contract to Earl W. Baker & Co., 1116 W. Main St., Oklahoma City, for sanitary sewer system; Gantt-Baker Co., Inc., 1116 W. Main St., Oklahoma, Engrs.*

Tex., Albany—City plans \$25,000 sewer plant; F. J. Van Zuben, Engr., 611 Dan Waggoner Bldg.

Tex., Corpus Christi—City voted \$65,000 sewer bonds; H. Levinson, City Engr.*

Tex., Mission—Ewing & Congdon, Engrs., making survey of sewers; city will probably vote on bonds.

Tex., San Benito—City plans constructing 5800 ft. of 8 in. Class B cast iron pipe sewer, cost \$15,000; install 2 sewage pumps and motors with automatic control; Sanitary Engineering Co., Box 1512, Houston, Constr. Engr.*

Tex., San Benito—Agar & Gentry, Alaska Bldg., preparing plans for storm sewer; cost \$25,000.

W. Va., Huntington—L. J. Gillespie, 308 Sixth Ave., has contract at \$66,534 for 6300 ft. unit of Four Pole trunk sewer; city has plans by Barstow & McCurdy, Akron, O., Engrs., for \$400,000 trunk and lateral sewer for Walnut Hill and Robey Hollow; will soon let contract.

Telephone Systems

Va., Gate City—Intermountain Telephone Co., R. M. Johnson, Mgr., Kingsport, Tenn., acquired entire holdings of the Gate City Telephone Co.

W. Va., Huntington—Chesapeake & Potomac Telephone Co. of West Virginia will expend \$204,000 on additions and improvements, including 13,350 ft. underground conduit system, 28 manholes, 37,000 ft. underground cable and 92,000 ft. of aerial cable, 516 poles, 175 crossarms, 493 guys and 30 miles wire, etc.*

Textile Mills

Ala., Birmingham—Strowd-Holcombe Cotton Mills, Vanderbilt Rd., reported to rebuild portion of plant burned at loss of \$25,000.

Ala., Prattville—Hesslein & Co., 777 Worth St., New York, reported to expend \$50,000 for improvements to machinery at Autauga Cotton Mill, lately acquired.*

Ga., Augusta—J. P. King Manufacturing Co., reported let contract to Saco-Lowell Shops, Federal St., Boston, Mass., for additional opening room equipment.

La., Shreveport—L. H. Gilmer Co., Cottman & Keystone Sts., Philadelphia, Pa., reported considering establishing 5000 spindle mill.

N. C., Cherryville—George Spurling reported acquired Vivian Spinning Co.'s cotton mill.

N. C., Kinston—Kinston Knitting Co. reported to install equipment for manufacture of silk hosiery.

N. C., Newton—Clarance C. Hale, Greensboro, reported acquired Mecklenberg Mills Co.'s properties.

N. C., Statesville—Walton Knitting Mills reported to erect 2-story plant addition.

S. C., Seneca—Fiske-Carter Construction Co., Greenville, reported, are constructing addition to Lonsdale Mills, including weave shed, opener room and warehouse; Frank R. Henry, Masonic Temple, Greenville, has contract for steel sash.*

Va., Charlottesville—Monticello Textiles, Inc., capital \$50,000, incorporated; M. M. Henderson, Norwalk, Conn.; T. Carlisle Crump, Charlottesville, are erecting \$65,000, fireproof plant; manufacture undergarments.

W. Va., Philippi—Dr. J. W. Myers, T. L. Burner, lately acquired Philippi Blanket Mills; reported to incorporate company, improve plant.

Water Works

Fla., Fort Lauderdale—City, B. J. Horne, Mgr., received following low bids for water works system: from Federal Construction Co., Birmingham, Ala., and J. B. McCrary Co., Atlanta, Ga., for installation; Kennedy Valve Mfg. Co., Elmira, N. Y., and Columbian Iron Works, 811 Boyce St., Chattanooga, Tenn., for supplying fire hydrants and valves; Solomon, Norcross & Keis, Atlanta, Ga., Consol. Engrs.

Fla., Miami Shores—Town Council plans voting on bonds for water works. See Financial News—Bond Issues Proposed.

Fla., Tampa—City Comn. acquired Seminole Water Co.'s plant.

Ga., Savannah—City plans repairing water system, installing new mains and 50 fire hydrants; J. Ward Motte, Director Public Works.

Ky., Hopkinsville—Hopkinsville Water Co. plans expending \$90,000 for improvements, construct artificial lake of 150 acres.

La., Farmerville—Town plans installing water-works system; cost \$60,000; Swanson-McGraw, Inc., Engrs., Balter Bldg., New Orleans.

La., Lake Charles—Board of Commrs. of Harbor and Terminal District receives bids Sept. 1 for furnishing material and constructing water works, including one 50,000-gal. elevated steel tank with 100-ft. stand; installing 750-gal. per minute fire pump and 50-gal. per minute electric-driven service pump; 800 ft. of 8-in. cast iron water-works pipe, 2400 ft. of 1½-in. fire hose, 1400 ft. of 2½-in. fire hose, 800 ft. of 8-in. water-works pipe, digging and furnishing 8-in. artesian well; Elmer E. Shutts, Engr., 921½ Ryan St.

La., Slidell—City, Reuben Blise, Sec., is having surveys made by J. W. Billingsley, Interstate Bldg., Consol. Engrs., New Orleans, for sewers and water works; \$175,000 available.*

Md., Baltimore—Board of Awards receives bids Aug. 18 for excavating trenches and laying water mains in Mt. Royal Terrace.

Miss., Biloxi—City voted \$196,000 water-works bonds. Address The Mayor.*

Mo., Charleston—City Council let contract at \$14,000 to Cart Drilling Co., Inc., Jonesboro, Ark., for 2 wells, 400 ft. deep, as addition to water works system.*

N. C., Bladenboro—City plans expending \$35,000 for water works system. Address The Mayor.

N. C., Greensboro—Paul N. Howard, Inc., King Bldg., has contract at \$74,106 for water and sewer lines.

Okl., Altus—H. L. Cannady Co. and the

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Standard Paving Co., Tulsa, has contract for constructing Ambursen reinforced concrete dam at Lugert and supply line; Benham Engineering Co., Conslt. Engrs., Gumbel Bldg., Kansas City, Mo.*

Okla., Broken Arrow—W. A. Beck, 1147 S. Evanston St., Tulsa, has contract for water-works improvements; Wood & Witten, Lynch Bldg., Tulsa, Conslt. Engrs.

Okla., Chandler—H. L. Cannady Co., 1116 S. Lewis St., Tulsa, has contract for water supply improvements, including wells, storage reservoir, pumping station and water main extension; Benham Engineering Co., Conslt. Engrs., Kansas City.*

Okla., Okmulgee—W. E. Callahan Construction Co., Railway Exchange Bldg., St. Louis, Mo., has contract for pipe line; A. A. Davis Co., Medical Arts Bldg., Oklahoma City, for dam; Erie Steam Shovel Co., Erie, Pa., and T. L. Smith Co., 1075 32d St., Milwaukee, Wis., for machinery for water-works system; W. L. Hazra, Engr., Monadnock Bldg., Chicago, Ill.*

Okla., Turley—City plans water main extension from Turley to Tulsa; Hughes Engineering Co., 205 Cole Bldg., Tulsa, Consulting Engrs.

Okla., Webb City—City plans water works; Edward W. Gant, Conslt. Engr., 1116 W. Main St., Oklahoma City.

Tenn., Nashville—City, Hilary E. Howse, Mayor, receives bids Aug. 17 for water-works improvements. (See Machinery Wanted—Water Works.)

Tex., Carrollton—City, R. E. Roberts, Mayor, plans water-works system; Municipal Engineering Co., Engrs., 1107 Athletic Club Bldg., Dallas.

Tex., Corpus Christi—City voted \$60,000 water works bonds; H. Levinson, City Engr.*

Tex., DeKalb—Municipal Engineering Co., 1107 Athletic Club Bldg., Dallas, have contract for deep well and improvements to water-works system; city may vote on bonds.

Tex., Houston—City Engineering Dept. preparing plans for 3 water wells to supply 15,000,000-gal. reservoir near Sabine; cost \$17,000 each.

Tex., Houston—City Council appropriated \$62,000 for water works improvements, O. F. Holcombe, Mayor.

Tex., Kosse—Municipal Engineering Co., 1107 Athletic Club Bldg., Engrs., drilling test well for water works; city will probably vote on \$40,000 bonds.

Tex., Nevada—City plans voting on bonds for water works; Municipal Engineering Co., 1107 Athletic Club Bldg., Dallas, Engrs.

Tex., Park Place, P. O. Houston—Town Council acquired water works plant; will improve distributing system.

Tex., San Antonio—City Water Works, W. D. Masterson, reported plans extension to water mains; I. Ewing, City Engr.

Tex., Stephenville—Harvey McAllister, Engr., 1315 N. Fifth St., Waco, has completed plans for water works improvements.

Woodworking Plants

Mo., Marshall—Caskets—Tegmeyer's, Inc., capital \$45,000, chartered; H. W. Tegmeyer, Marshall; August Tegmeyer, Blackburn, Mo.

N. C., Greensboro—George C. Brown & Co., L. E. Brown, Pres.; C. A. Cooper, Mgr.; applied for permit for cedar sawmill and manufacturing plant on Osborne Ave.; first unit will be modern sawmill building, metal construction; other units will consist of buildings to house various processes of the manufacturing plant; estimated cost \$100,000.

N. C., Thomasville—Lambeth Furniture Co., E. Guilford St., begun building plant addition, 100x120 ft., 3-story.

S. C., Denmark—Denmark Wood Products Co., let contract to S. A. Woods Machine Co., Boston, Mass., for electric units, boilers and moulder. (See Machinery Wanted—Generator Set.)

Va., Newport News—Pocahontas Box & Lumber Co., Inc., capital \$25,000, chartered; C. W. Wallace, Hampton, J. J. Wilkinson, 228 Twenty-fifth St., Newport News.

Va., Richmond—Railway Handle Corp. of Kenbridge, Va., Isham T. Wilkinson, Pres., reported contemplates moving plant to Richmond.

FIRE DAMAGE

Ala., Huntsville—Madison County Business College, operated by C. W. King; loss \$20,000.

Ark., Jonesboro—T. L. Altson's golf club manufacturing plant on Bono Rd.; Loss \$10,000.

Ark., Jonesboro—Shoe-last plant of the Siegler & Johnson Co.; loss \$10,000.

Ark., Reedville—Guilford Robinson's barn; loss \$15,000.

Fla., St. Augustine—Ocean View Hotel block at Pablo Beach, near St. Augustine Beach; loss \$100,000.

Ga., Augusta—Richmond Lumber Co.'s plant, Savannah Road; loss between \$80,000 and \$90,000; H. G. Ziekgraf, Pres.

Ky., Louisville—Store of T. J. Brocar, Inc., 623 W. Market St.; loss \$210,000.

La., DeRidder—LaCaze Hotel and adjoining building owned by Jim Abraham.

Md., Keymar—John Leakin's residence.

Miss., Gloster—Gloster Hotel, owned by H. B. Miller.

Mo., Kansas City—A. N. Rice Manufacturing Co.'s doll factory; loss \$30,000.

BUILDING NEWS

BUILDINGS PROPOSED

Association and Fraternal

Fla., Fort Lauderdale—Y. W. C. A. contemplate erecting building on lot donated by E. C. Boynton of Everglades Sugar & Land Co.

Ky., Henderson—B. P. O. E., Leo King, Exalted Ruler, will remodel basement of home, installing showers and other improvements.

La., Alexandria—Masonic Benevolent Association, S. R. Pickett, Sec., rejected all bids for erection of \$200,000 reinforced concrete and steel, face brick, 5-story, 106x193 ft. fireproof temple; Sam Stone, Jr. & Co., Archts.; 714 Union St., New Orleans; Herman J. Duncan, Asso. Archt., 120 Murray St.*

Maryland—Grand Lodge of Masons has offer of 500-acre tract on Catoctin Mountain near Hagerstown for proposed \$1,000,000 Maryland Masonic Home.

Mo., Joplin—Miss Hettie Wearren, Executive Secretary, presented proposals to Board of Directors of Community Chest for \$200,000 financial campaign for erection of Y. W. C. A. building.

Mo., St. Louis—Independent Order of Odd Fellows planning to erect temple at S. E. corner Grace Ave. and Potomac St.; Gustav P. Wuest, Wainwright Bldg., Archt.

N. C., Charlotte—Board of Directors of Oasis Temple Mosque, Incorporated, W. S. Liddell, Sec., receives bids until Sept. 1 (extended date) for erection of \$500,000 Oasis Temple Building; separate proposals will be received for construction, heating, plumbing, electrical work and elevators; drawings and specifications may be obtained from office of White, Streeter & Chamberlain, Archts., Gastonia, or may be seen at office of General Contractors Assn., Charlotte, and Builders' Exchanges, Greensboro and Atlanta, Ga.*

Tenn., Knoxville—Mayfield Council, Junior O. U. A. M., promoting establishment of home for delinquent girls.

Tex., Greenville—Otha Morgan Post, American Legion, considering plans for construction of building.

Tex., San Antonio—Benevolent Protective Order of Elks, Martin and Navarro Sts., S. B. Weller, Chairman of Improvement Committee, will contract about Aug. 16 for additions and improvements to cost about \$130,000; include 8-story addition for use as roof garden and lodge room, seventh floor to be converted into 16-room dormitory; new equipment and fixtures cost about \$25,000, and include installation of two elevators, pipe organ, bowling alleys, dormitory, roof garden, lodge room and ballroom equipment; Phelps & DeWees, Archts., Gunter Bldg.*

Va., Danville—Bethesda Lodge of I. O. O. F. started work on \$150,000 2-story brick building on Ridge St.; stores on lower level, lodge rooms above; D. E. Fowles, Grand Noble.

W. Va., Fairmont—Christoforo Colombo Society started work on 3-story building at 107 Pennsylvania Ave., brick and tile construction; first floor contain kitchen, boiler room

Mo., St. Louis—Woods & Down Box Co.'s plant, Thirteenth and Mullanphy St.; loss \$75,000.

N. C., Wilmington—Buildings occupied by King Clothing Co. and Starkey and Goldberg; loss \$30,000.

Okla., Ardmore—Ardmore Milling Co.'s elevator; loss \$50,000.

S. C., Columbia—Farmers & Butchers Co.'s packing plant, loss \$65,000; owned by Enoch Smith.

Tenn., Clairfield—Store of Evans & McTeague; station of Southern Ry. Co., Henry W. Miller, Vice-Pres., Washington, D. C.; loss \$50,000.

Tex., Chandler—Stores of Jerome Davis and Mrs. W. F. Pinckard, both owned by the latter; loss \$50,000.

Tex., Denison—Portion of plant of the Denison Herald; loss \$50,000.

Tex., Harlingen—Cotton compress owned by Aransas Compress Co., J. K. Cain, Pres.; loss \$600,000.

Tex., White Wright—Kimbrell Milling Co.'s plant; loss \$60,000.

Va., Fairfax—Ravensworth, historic home, owned by Dr. George Boling Lee; loss \$70,000.

and band practice room, lodge room above; Paul Marcano, 201 Billingslea St., Contr.; L. D. Schmidt, Archt.

W. Va., Wheeling—Benevolent Protective Order of Elks collaborating with George Shafer, 823 Main St., and Edward W. Hazlett, Echo Point, owners of Sands Bldg., at N. W. corner 11th and Chapline Sts., for proposed combination club and theatre building; Fred F. Farif engaged to prepare plans for consideration.

Bank and Office

Ala., Selma—Pan-American Petroleum Corp., has permit to erect office and storage tanks to cost \$16,000.

D. C., Washington—Louis T. Rouleau, 927 Fifteenth St., N. W., clearing site at 1420 K St. N. W., for proposed 5-story, fireproof, steel and concrete, faced with concrete and granite, business and office building; electric elevator, automatic oil heaters and equipment.

Fla., Miami Beach—Chamber of Commerce Board of Governors approved plans for additions to building at Fifth St. and Alton Rd.; Pancoast & Sibbert, Archts., 2600 Collins Ave.

Ga., Fitzgerald—First National Bank Bd. of Directors plans \$10,000 improvements.

La., New Orleans—New Orleans Public Service, Inc., 201 Baronne St., receives bids until Aug. 24 for 8-story, fireproof, steel, brick and stone office building; 6 high-speed elevators, foundations to permit 4 additional stories; Favrot & Livaudais, Ltd., Archts., Hibernia Bldg.; J. V. & R. T. Burkes, 1402 New Orleans Bank Bldg., bidding on work.*

Md., Baltimore—Stuart Olivier, Standard Oil Building, and others reported purchased Munsey Bldg., Calvert and Fayette Sts.; will remodel lower floor for additional space for Equitable Trust Co.; expend \$100,000.

N. C., Winston-Salem—R. J. Reynolds Realty Co. purchased lease on Exchange Bank & Trust Co. building; will expend \$15,000 to remodel.

S. C., Kershaw—Bank of Kershaw let contract to Piedmont Contracting Co., Chester, for \$25,000, 2-story bank building; Lafaye & Lafaye, Archt., Columbia.*

Tex., Harlingen—R. W. Baxter, Dermott, Ark., soon let contract for 7-story office building.

Tex., Waco—Waco Development Co., Asher Sanger, Pres., selected Milton W. Scott, 617 N. Fourth St., Archt., prepare plans for \$700,000, 12-story, 100x165-ft. office building at S. W. cor. Austin and Fourth Sts.*

Churches

Ark., De Queen—M. E. Church, South, Rev. R. H. Cannon, Pastor, considering plans for enlargement.

Ark., Pine Bluff—James A. Stout interested in erection of negro memorial church.

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Fla., Fort Lauderdale—Fort Lauderdale Episcopal Church, Rev. R. D. Tracy, Pastor, soon let contract for addition of two wings; 35x22 ft. each, concrete block and stucco; D. Hobart Sherwood, Archt., Howard Steitz, Asso. Archt.

Fla., Fulford—Rev. W. W. Brunke, Pastor of Miami Shores Congregational Church, interested in erection of Congregational Church at Fulford Highlands and Seaboard Park.

Fla., Jacksonville—Hendricks Memorial M. E. Church, South, Rev. C. J. Tyler, Pastor, completed plans for \$30,000 addition.

Fla., Miami—St. Agnes' Church let contract to G. M. Blackett for \$55,000 building at N. W. Third Ave., between 8th and 19th Sts.; H. H. Mundy, Archt., 218 N. E. Fifth St.

Fla., Orlando—Protestant Church, E. B. Sangter, Trustee, plans to erect \$25,000 building at Mount Plymouth; Percy T. Turner, Archt., Arthur Towne, Asso. Archt.

Ga., Tilton—Methodist Church, J. H. House, Pastor, has plans in progress by C. M. Lipham, Newnan, for \$25,000 3-story brick, 80x60 ft. Sunday school annex to present church, Love Ave.; equipment and furnishings cost \$500.*

Md., Baltimore—Holy Rosary Catholic Church, Eastern Ave. and Bethel St., planning to erect new building at Bank and Chester Sts.; probably remodel present church for school.*

Mo., Cape Girardeau—Christian Science Society Board of Directors, care J. C. Johnston, purchased site on Boulevard; planning to erect brick or stone church building.

Okla., Medford—Christian Church plans start work soon on remodeling of building, includes construction of auditorium; present building to be brick veneered, etc.

Okla., Sapula—Methodist Episcopal Church, South, Rev. Harry S. Devore, Pastor, will build new section and make other improvements.

S. C., Chester—Bethel M. E. Church, York and Saluda Sts., will receive bids until Aug. 24 for \$45,000 pressed brick with granite trim Sunday School building; A. D. Gilchrist, Archt., Rock Hill.*

Tenn., Knoxville—A. B. C. Bible Class, care of H. C. Sanford, 611 Market St., plans to purchase or erect permanent home at cost of about \$100,000.

Tenn., Knoxville—Washington Pike Methodist Church, Rev. Clyde E. Mundy, Pastor, retained Barber & McMurray, 425 W. Clinch Ave., Archts., prepare plans and specifications for new building; Colonial design, auditorium to seat 500.*

Tenn., Nashville—Arrington Street Cumberland Presbyterian Church, Rev. C. M. Zwinglie, 324 Wilburn St., Pastor, plans addition and remodeling present building; \$15,000.

Tex., Alamo—Alamo Community Church, Rev. Murray A. Travis, Pastor, erect \$20,000 Spanish type hollow tile and stucco building; 1-story, 50x85 ft., oak floors, reinforced concrete foundation, built-up roof; furnishings, equipment, etc., \$5000; Kelwood Co., Archt., 903 Travis Bldg.; W. E. Simpson Co., Engr., Nat. Bank of Commerce Bldg., both San Antonio. See Machinery Wanted.*

Tex., Dallas—Gateway Methodist Church, McKinney Ave. and Elizabeth St., Rev. C. D. King, Pastor, plans building program.

Tex., El Paso—Immanuel Baptist Church, Dr. L. O. Vermillion, Pastor, plans \$20,000 campaign for additional buildings.

Tex., Houston—First Evangelical Lutheran Church planning to erect \$165,000 church plant on property bounded by Holman, Caroline, Austin and Francis Sts.; consist of religious, educational and rectory buildings; J. W. Northrop, Archt., West Bldg.

W. Va., Huntington—Walter Memorial Baptist Church, Rev. W. O. Kerey, Pastor, will erect \$75,000 building at Seventh Ave. and W. Third St.

City and County

Fla., Bradenton—Manatee County Comms. ordered construction of 62 ft. extension to county courthouse; cost \$200,000, including equipment; J. H. Johnson, Archt.*

Fla., Bunnell—Flagler County Board of Comms., J. L. Jones, Chmn., let contract to O. P. Woodcock, Duval Bldg., Jacksonville, for \$75,000 Courthouse; 2-story, masonry, stucco and stone; Talley-Buckley-Talley, Archts., 219-31 Hartsell Bldg., Lakeland.*

Fla., Fort Lauderdale—Broward County Board of Comms., Frank Bryson, Clk., receives bids until Sept. 20 for erection of \$500,000, 5-story, 90x200 ft., fireproof courthouse, Second and Cunningham Sts.; John M. Peterman, Archt.*

Fla., Gainesville—City Council, care of J. R. Fowler, Mayor, adopted plans offered by Robert & Co., Inc., Archts.-Engrs., Bona Allen Bldg., Atlanta, Ga., for \$60,000 3-story, with sub-basement, 60x100 ft. city hall; equipment and furnishings cost \$10,000.

Fla., Kelsey City—City, A. R. Birchard, Mayor, plans to erect 3-story reinforced concrete and hollow tile municipal public hall. (See Machinery Wanted.)

Fla., Miami—Dade County Comms. considering plans for temporary county jail to cost \$45,000; A. Ten Eyck Brown, Archt., Hippodrome Bldg., Miami, and Forsyth Bldg., Atlanta, Ga.

Fla., Miami Beach—City receives bids until Sept. 1 for erection of \$250,000, 50x160-ft., steel and tile, fireproof city hall, Washington Ave. and 12th St.; main part 2 stories, 6 stories in tower, tile and built-up roof, concrete slab flooring, piles and concrete foundation, equipment and furnishings cost \$25,000; Martin L. Hampton Associates, Archts., Royal Palm Casino; Edward Stuhman, Engr., Seybold Bldg.*

Fla., Miami Shores—Town Council, Edward C. Dougherty, Clerk and Treas., considering calling election on two bond issues; provide for construction of town hall, police headquarters, central fire station, etc.

Fla., Mount Dora—Kiwans Club interested in community building Donnelly Park.

Fla., St. Augustine—City Comsn. considering drawings by Thompson-Ryman Realty Co. for alterations to building, Rideria and Loreida Sts., for use as fire station.

Ga., Columbus—City Council considering improvements to Phenix City Jail, in Girard section.

Ga., Macon—City Council considering erecting building for Georgia State Exposition; Address Mayor Wallace Miller.

Ky., Lexington—Fayette County Court, Chester G. Adams, Judge, expend \$15,000 for repairs to jail building; proposed \$25,000 2-story addition will not be made this year.*

Ky., Louisville—Louisville Memorial Auditorium, W. E. Morrow, Sec., R. W. Bingham, Chmn., having plans drawn by Thomas Hastings of Carrere & Hastings, 52 Vanderbilt Ave., New York, for memorial auditorium, Fourth and Kentucky Sts.; cost, including furnishings, \$1,000,000.*

La., Arcadia—City, Mayor Barnette, plans election soon on \$25,000 city hall fire station bonds.

La., Eunice—City, S. Wyble, Mayor, let contract at \$32,800 to E. E. Rabalais, Bunkie, for 2-story city hall, fire dept and jail building; 80x100 ft.; Herman J. Duncan, Archt., 120 Murray St., Alexandria.*

La., Minden—City erect fire station; committee to report Aug. 17.

La., Monroe—City, Arnold Bernstein, Mayor, considering site in South Monroe for fire station.

La., Ponchatoula—Mayor and Board of Aldermen receive bids Sept. 7 for 2-story municipal building; cost \$50,000; brick; plans and specifications from W. L. Bartlett, Archt.*

Md., Baltimore—City, Howard W. Jackson, Mayor, has plans and specifications for \$2,000,000 municipal building, Holiday St., Guilford Ave., Lexington St. and new street to be opened; fireproof, 208 by 149 feet, 12 stories and pent house, steel frame, limestone exterior, hollow and interior tile, metal doors, steel sash and trim, wire glass, tile, terrazzo, concrete and linoleum floors, marble, terra cotta trim, mail chutes, vaults, ventilators, sprinklers, four passenger elevators; William H. Emory, Jr., Archt., 18 E. Lexington St.; Jos. Evans Sperry, Const. Archt., Calvert Bldg.*

Md., Salisbury—Mayor and City Council planning to remodel city hall, provide room for new county fire engine; F. A. Grier, Jr., member of committee.

Mo., Bethesda—W. W. Bride, Edgemoor, Chmn. of Committee, plans to expend \$35,000 for erection of fire stations.

Mo., Joplin—Park Board will appropriate \$10,000 toward erection of \$20,000 club house on municipal golf course Schifferdecker Park; Trueman E. Martinie, Archt.

N. C., Hendersonville—City contemplates erection of \$150,000 to \$200,000 city hall. Address The Mayor.

Tex., Corpus Christi—City Council has sketches by William Ward Watkins, Scanlan Bldg., Archt., Houston, for proposed \$150,000 2-story, 250x80 ft. municipal auditorium, to seat 5000.

Va., Manassas—Mayor William A. Smoot, Alexandria, invites bids for construction of

district home for poor; cost \$50,000, including land.

W. Va., Wheeling—City plans \$60,000 appropriation for construction of 2-story fire and ambulance station at 17th and Eoff Sts.

Dwellings

Ala., Birmingham—F. D. Rimer, 4307 Poplar St., erect 5 residences, Almon St. and Fourth Ave. West; \$12,500.

Fla., Hialeah—Roselawn Realty Co. erect 50 dwellings, Roselawn sub-division.

Fla., Hollywood—Fred A. Eskridge, Archt.-Bldr., started work on \$15,000 9-room stucco finish residence on Lincoln St., for C. E. Strauchen of Rochester N. Y., and Hollywood.

Fla., Miami—R. E. L. Griggs plans to erect \$30,000 residence on San Marco Island.

Fla., Miami—George A. Mutch, 518 N. W. Eighteenth Ave., erect \$12,000, 2-story concrete block residence at 1108 S. W. 19th Ave.

Fla., Pensacola—Brentwood Co. will erect Italian design, 7-room dwelling, near Palafax Highway.

Fla., Pensacola—W. R. Helle erect Italian design residence in Brentwood Park.

Fla., Pensacola—Peter L. Rosasco, 1908 E. De Soto St., will erect Italian design residence in Brentwood Park, to have 4 bedrooms, 3 baths, den, 34-ft. patio, etc.

Fla., St. Petersburg—J. Wayne Clark erect \$12,000 frame residence, Granada Terrace; 2 stories.

Ga., Atlanta—E. L. Gallimore erect three 1-story brick veneer dwellings at 747-53-59 Olympian Way; \$18,000.

La., New Orleans—Andry & Feitel, Carondelet Bldg., receiving bids for frame and stucco dwelling, Fontainebleau Drive near Adam St.

Md., Baltimore—William C. Allison, 4111 Walnut Ave., purchased lot at corner Croydon and Lathan Rd., Milford; will erect residence.

Md., Baltimore—Building Corp. erect eight 2-story, brick dwellings north side of Eagle St., near Brunswick St.; \$24,000.

Md., Baltimore—R. B. Construction Co., Kate Ave. and Reisterstown Rd., plans to erect sixteen 2-story brick dwellings on Grenada Ave., between Barrington Road and Belle Ave.

Md., Baltimore—John T. Frantz, 3602 Grantley Road, acquired 2 lots on Crest Road, Hill Top Park; reported to erect residence.

Md., Baltimore—John T. Frantz, 3602 Grantley Road, erect dwelling, Crest Road, Hill Top Park.

Md., Baltimore—John J. Hurst, 7 St. Paul St., erect three 2-story frame dwellings at 3915-19 Highgate Drive; \$10,000.

Md., Baltimore—George T. Anderson will erect ten 2-story brick dwellings, W. side of Sixth St., near Jefferson St.; cost \$35,000.

Md., Baltimore—Wiley M. Baxter, Jr., 119 Commerce St., purchased lot on Edgevale Rd., Roland Park; reported to erect residence.

Miss., Natchez—Leon Levy purchased lot on N. Union St.; plans to erect residence.

Mo., Clayton, St. Louis—Adele H. Lewis, 4457 McPherson St., erect \$12,500 brick and stucco residence Southmoor; 70x34 ft.

Mo., Clayton, St. Louis—Wm. Remmert erect 2 brick dwellings, Country Club Court addition; 37x40 ft.; total cost \$22,000; owner builds.

N. C., Raleigh—W. E. Critcher erect \$12,000 frame residence on Morrison Ave.

Tenn., Bellevue—Walter Jones purchased site on Harding Rd.; will erect residence.

Tenn., Kingsport—Mrs. Edwin Stogla contemplates erecting residence on Watauga St.

Tenn., Knoxville—G. W. Mynatt, Rutledge Park, will erect \$10,000 5-room frame dwelling, Glenwood Ave. and Boruff St.

Tenn., Memphis—R. T. Porter, 1595 Walker St., will erect six 6-room, brick veneer, \$4000 dwellings at 1569-74-77-82-85 and 92 Fleetwood St.; heat, \$500 each, garages, \$100 each.

Tex., Dallas—Glasgow & Son, 1001 Main St., erect twelve 3-room frame cottages on Wilton St.; \$12,000.

Tex., Dallas—T. J. Madison, 620 S. Beacon St., erect five 5-room frame cottages, 2800-10-14-18-22 Catherine St.; \$13,750.

Tex., Houston—Burton Lumber Co., 2400 Preston St., erect \$16,500 6-room brick veneer residence, with garage, 1610 Moffatt St.

Tex., Houston—E. H. Fleming, Humble Bldg., erect \$16,000 7-room frame and brick veneer house, with garage, at 1820 Sunset Rd.

Tex., Houston—G. E. Ragnes, 3006 1/2 N.

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Main St., erect \$14,500 8-room frame, brick veneer house, with garage, at 2102 Wroxton Rd.

Tex., Houston—James E. Smith, Republic Bldg., erect \$11,000 8-room, frame and brick veneer house, with garage, at 2240 Quendy Rd.

Tex., Houston—Mrs. G. Stein erect \$12,000 10-room brick veneer house at 1401 Wentworth St.

Tex., San Antonio—Abe Kaufman, 526 E. Dewey St., erect \$13,000, 9-room residence, Linwood Ave.

Tex., Uvalde—J. H. Ashby will not erect residence as reported; Will N. Noonan, Archt., Builders Exchange Bldg., San Antonio.*

Va., Norfolk—Dr. J. C. Clark, Taylor Bldg., erect \$12,000 residence at 1301 Cloncurry Rd.

Government and State

D. C., Washington—Government, David Lynn, Archt., of the Capitol, repair and renovate Capitol; cost \$81,740; also expend \$75,000 on grounds and replacement of sidewalks; \$30,000 to repair Southern Railroad tunnel under House Office Bldg. and in front of Library of Congress.

Va., Danville—City Council will probably make alterations to factory building for use as city armory.*

W. Va., Jacksons Mill (P. O. Weston)—William H. Kendrick, Director, Route 3, relieving bids for 3 cottages at State 4-H Camp.*

Hospitals, Sanitariums, Etc.

Ala., Albany—Shrine Hospital Building Comn., Thomas Bowls, Sec., opened bids for erecting \$75,000, 3-story, 40x80-ft. fire-resisting hospital; W. L. Caston, Bessemer, low bidder at \$51,000, not including remodeling present building, elevator, ventilator, etc.; Wm. Leslie Welton, Archt., 19th floor, American Trust Bldg., Birmingham.

Ala., Ozark—Dr. M. O. Grace purchased property on Broad St.; begin improvements at once for 20-bed hospital.

Fla., Ocala—City, H. C. Sistrunk, City Clerk, rejected all bids for erection of \$85,000 3-story Munroe Memorial Hospital; probably call for new bids; George MacKay, Archt.*

Ga., Valdosta—Mrs. Frank Bird and J. F. Mixson erect \$50,000 hospital, Central Ave. and Stephens St., 2 stories.

Md., Baltimore—City Architectural Comn. selected E. L. Palmer, 513 N. Charles St., architect for improvements and extensions at Baltimore City Hospitals authorized to draw plans for new nurses' home and various extensions.

Md., Frederick—Frederick City Hospital, Emory L. Coblentz, Chmn., Committee, authorized Edward Leber, Archt., Hay Bldg., York, Pa., complete plans for enlargement.*

Mo., Louisiana—Board of Directors of Otis Smith Hospital Association selected Barnett, Haynes & Barnett, St. Louis, prepare plans for \$100,000 hospital building.*

Mo., St. Louis—Board of Public Service, E. R. Tinsley, Pres., Room 304, City Hall, receives bids until August 17 for construction of auditorium, dining hall and solarium at City Sanitarium, Arsenal St. and Brannon Ave.; plans and specifications, etc., may be obtained at office of president.*

Okla., Tulsa—Baptist Churches, care of Dr. W. O. Anderson, Pastor First Baptist Church, purchased tract at Utica Ave and 12th St. for proposed hospital.*

Tenn., Chattanooga—Hamilton County voted \$125,000 bonds for children's hospital to be issued if City of Chattanooga votes like amount at election on Sept. 2.*

Tenn., Martin—Board of Directors of Weakley County Hospital Association contemplate raising \$50,000 for enlarging hospital.

Hotels and Apartments

Ark., Warren—Southerland Hotel plans to erect 24-room third-story addition. Address The Proprietor.

Fla., Hollywood—J. E. Maroux erect \$35,000, 2-story, 6-family apartment house.

Fla., Lake Worth—New England Hotel Corp. soon have plans by King & Dixon for \$250,000, 3-story, 100x135-ft., fireproof apartment hotel, Lake Ave. and Q St.; contain 100 rooms and apartments.

Fla., Miami Beach—Lingler Beshgetorian, Archt., Watson Bldg., 111 S. Miami Ave., pre-

paring plans for \$25,000, 30-apartment house in Nautilus subdivision.

Fla., Miami Beach—Miami Beach Pier Corp., G. R. K. Carter, Pres., reported start work in fall on \$2,500,000, 17-story, 392-room hotel at N. W. corner Biscayne Ave. and Ocean Drive; Italian Gothic architecture, 18x80 ft., bathhouse and casino with 56 lockers, each with private shower; first floor comprise 4 stores fronting on Ocean Drive, 10 stores on Biscayne Ave. and one on boardwalk with arcade through center; R. A. Preas, Archt.

Fla., Pensacola—J. E. Edmunds, 3915 Sheridan St., Chicago, has plans in progress by Walker D. Willis for \$300,000, 75-apartment building on Garrison St. and Bayou Texar.

Fla., St. Petersburg—Mrs. Minnie Merhige erect 3-story store and apartment house at Tenth Ave. N., and Beach Drive.

Fla., Tampa—Dr. Charles W. Bartlett, 508 Oak Ave., erect \$11,350 apartment house on Lamar St.

Ga., Decatur—J. Howell Green, Chmn., Hotel Executive Committee, selected Skeen property on Ponce de Leon Ave. as site for \$200,000, 60-room community hotel; Edwards & Sayward, Archts., 101 Marietta St., Atlanta, preparing preliminary sketches.*

Md., Baltimore—Liberty Court Apartment Co., Edward Roseman, Pres., has plans in progress by Edwin H. Browne for 3-story, \$160,000, 18-suite apartment house, Liberty Heights Ave.

Miss., Biloxi—George M. Bechtel & Co., Davenport, Iowa, purchased Hotel Biloxi; plans extensive improvements, including new 100-room concrete building; Carl Matthes, Archt.

Mo., St. Louis—Weinberg Realty & Construction Co., 816 Chestnut St., purchased N. E. corner W. Pine Blvd. and Vandeventer Ave.; reported to erect \$700,000, 8-story building, contain 84 apartments, 10 stores on first floor, garage for 125 cars.

N. C., Asheville—L. M. Frady, 43 Chestnut St., Pres., and A. F. Newling, Sec.-Treas., of company to erect \$60,000 3-story, 50x95 ft. hotel and theatre for Negroes on Southside Ave.

N. C., Elizabethtown—Pharr Realty Co., W. H. Belk, Pres., plans to erect 40-room hotel, dance pavilion, etc., in connection with summer resort development.

N. C., Fayetteville—John R. Tolar will erect \$50,000 apartment house at Anderson St. and Maiden Lane; 2-story, fireproof, 12-apartment; Stiles S. Dixon, Archt.

N. C., Sedgfield—Sedgfield, Incorporated, A. W. McAllister, Pres., Irving Park, Greensboro, soon receive bids for \$400,000 brick and frame Sedgfield-Continental Hotel; Nathan Harris, Archt., Newark, N. J.; Harry Barton, Supvr., Archt., Greensboro. (Recently reported to open bids July 20).*

Okla., Enid—Curran Apartment Co., care John F. Curran, Enid Natl. Bank Bldg., has plans in progress by Roy W. Shaw for 2-story, eight 5-room apartment houses; steam heat.

Okla., Tulsa—Miss Mary Brockman, 7 West Ninth St., owner of 5-story apartment at Ninth and Main Sts., plans addition.

Okla., Tulsa—R. R. Park, 1640 S. Elwood St., erect 3-story apartment building at 1215 S. St. Louis St.

S. C., Summerville—J. D. Newcomer, 32 Broad St., Archt., Charleston, soon complete plans for \$40,000 Carolina Inn.

Tenn., Chattanooga—Sands & Co., 1409 Market St., reported contemplates erection of \$30,000 40-room railway men's hotel building.

Tenn., Knoxville—Craig, Cooper, Coffman Realty Co., 627 S. Gay St., reported purchased 13,000 acres in Tuckaleechee Cover, near Knoxville, for promoting summer resort, including 75-room hotel.

Tenn., Knoxville—Griffin Realty Co. erect two 18-room, brick veneer, 6-apartment buildings, Magnolia Ave., Holley St.; \$35,000; Teckingspugh Co., Archts.

Tex., Beaumont—Miss Alice McCall erect \$10,000 4-family apartment house in Oaks addition.

Tex., Crossett—J. Wiley Taylor plans to erect \$70,000, 70-room, brick and concrete hotel building, probably by day labor; private plans.

Tex., Dallas—G. R. Kemper erect \$10,000, 20-room, brick veneer, 4-apartment house, 6341-43 Richmond St.

Tex., Fredericksburg—Frank Minitz, Mgr., Minitz Hotel, announced plans for \$125,000 building on site of present hotel.

Tex., Greenville—John Carsey has plans in progress by Will Ragsdale for 2-story, brick apartment house at Bourland and Wesley Sts.

Tex., Houston—W. Morrisson erect \$30,000, 2-story, frame and brick veneer apartment house at 304 W. Clay St.

Tex., Houston—Henry Freund, 412 Altie St., erect \$13,000, frame, brick veneer triplex, with garage, 1502 Hawthorne St.

Tex., Houston—Bessie D. Harrison erect \$15,500 frame, brick veneer apartment house at 924 Hathaway St.

Tex., Houston—F. S. Price, 1433 Hall Place, erect \$12,000 frame, brick veneer apartment house, 402 W. Gray St.

Tex., Houston—W. C. Streeter, 6734 Ave. R, erect \$10,800 frame, brick veneer apartment house with garage, at 4328 Elsbury St.

Tex., Lubbock—J. J. Chauncey, owner of Jackson Hotel, 817 Main St., recently burned, reported to erect \$30,000, 3-story building; lobby and stores on first floor, guest rooms above.

Tex., Midland—J. Wiley Taylor and associates will erect 40-room hotel at Crossett, near Midland.

Va., Orange—Maddox, Marshall & Mallory, 923 15th St. N. W., Washington, D. C., reported contemplate erecting \$120,000 hotel.

Miscellaneous

Ala., Birmingham—Board of Regents, Alabama Museum of Natural History, C. R. Mitchell, Chmn., approved recommendations of Curator H. E. Wheeler for extensions to Smith Hall at University of Alabama to house exhibits.

Ark., Turrell—James J. Broadwell, Memphis, Tenn., completed plans for Women's Study and Community House; plans call for 40x60 ft. auditorium with projection room for motion pictures, stage, club rooms and kitchen.

Fla., DeLand—Volusia County Fair Assn. engaged G. Medwin Peek, Archt., prepare plans for poultry building.

Fla., Floridatown—J. G. Pace, 201 E. Gadsden St., Pensacola and Santa Rosa, planning to erect pavilion.

Fla., Hollywood—Engineering Dept. of Hollywood Land & Water Co. have plans for proposed band stand.

Fla., Sarasota—Sarasota University Club selected Lancaster Block, at Ringling Blvd. and Main St., as site for new building.

Fla., Tampa—Sicilian-Italian Club, A. Italiano, Pres., A. Capello, Sec., has plans in progress by Nicholas Mitchell, 308 Cass St., for 2-story, 95x105 ft., semi-fireproof club building in West Tampa; tile, cement and wood floors, concrete foundation, built-up roof; H. A. Spies, Engr., 311½ Zack St.; plans in tentative stage. (See Machinery Wanted—Metal Ceilings; Metal Doors; Flooring Tile.)

Fla., Vero Beach—Beachland Development Co., James O. Watson, Pres., will erect casino as first unit of combined hotel-bathing casino.

Md., Chevy Chase—Episcopal Home for Children, care of Pt. Rev. James E. Freeman, D. D., Bishop, Cathedral Close, Washington, D. C., recently purchased property as site for new building for Home; plans provide for central administration building and four cottages.

Md., Cumberland—Y. M. I. Council No. 598, interested in erection of Catholic community home.

N. C., Marion—Dr. J. M. Northington, Charlotte, Dr. J. Allison Hodges, 5 E. Franklin St., and Cyrus W. Beale, American Natl. Bank Bldg., both Richmond, Va., interested in erection of \$200,000 clubhouse and \$300,000 hotel for Southern Club near Marion.

Tex., Dallas—Dallas County Club, care of F. M. Hoag, W. Ind. Bldg., has plans by Thompson & Swain for \$100,000 improvements.

Tex., Dallas—A. A. Jackson, American Exchange Bank Bldg., add 2 stories to building at 2112 N. Lamar St.; \$20,000.

Tex., Fort Worth—Texas Children's Home and Aid Society, Cotton Exchange Bldg., Mrs. Little Wilson, Supt., will erect \$20,000 building.

Tex., Houston—Houston Launch Club, B. F. Beaman, Chmn., Building Committee, selected Hedrick & Gottlieb, Post-Dispatch Bldg., Archts., prepare plans for \$100,000

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Spanish type club house on Galveston Bay, near Shoreacres.

Railway Stations, Sheds, Etc.

La., Amite City—Illinois Central R. R., F. L. Thompson, Ch. Engr., Chicago, reported considering erecting new depot.

Miss., Tylertown—Fernwood, Columbia & Gulf Railroad Co., J. P. Fraim, Vice-Pres. and Gen. Mgr., soon let contract for 1-story, brick station building.

Okla., Tonkawa—Atchison, Topeka and Santa Fe Ry., W. H. Wagner, Ch. Engr., Topeka, Kansas, reported considering erection of new depot.

Tenn., Chattanooga—Nashville, Chattanooga & St. Louis Ry. Co., H. McDonald, Ch. Engr., Nashville, plans to erect new butterfly sheds.

Tex., Huntsville—Missouri Pacific R. R. Co., E. A. Hadley, Ch. Engr., St. Louis, will erect new passenger station.

Schools

Ala., Gorgas—Board of School Trustees plans to erect two additional rooms to building.

Ala., Montevallo—Baptist Student Union of Alabama College, Miss Una Franklin, Pres., plans to raise funds to erect Baptist building.

Ala., Northport—State Board of Education, authorized location of Tusca Education approved preliminary sketches by loosa County High School building at Northport. Address County Board of Education, Tuscaloosa.

Fla., Coral Gables—University of Miami, Judge William E. Walsh, Pres., Board of Regents, has permit for remodeling hotel for use as temporary administration building; \$80,000.

Fla., DeSoto City—Trustees of South Florida Junior Baptist College approved sketches by Stiles & Van Kleek, St. Petersburg, and W. B. Talley, Lakeland, named to draw plans for first \$400,000 unit of college; sketch calls for administration building, containing classrooms, offices, auditorium seating 1200, gymnasium and dining room, space on each side to be used for dormitories; construction to start in fall.*

Fla., Moultrie—St. Johns County Board of Public Instruction, St. Augustine, accepted offer of 10-acre tract for proposed school building.

Fla., West Palm Beach—Palm Beach County Board of Public Instruction rejected all bids on \$50,000 Northboro school addition; King & Campbell, Archts.

Ga., Emory University—Emory University, Harvey W. Cox, Pres., planning to erect new row of fireproof fraternity houses, starting at Oxford Road and extending to railroad station.

Ga., Fitzgerald—School Board purchased tract Monitor Drive for 6-room Negro school building; \$16,000 available.

Ga., Fort Valley—Fort Valley Consolidated School District voted \$180,000 bonds; Address Board of Trustees.*

Ky., Lexington—Fayette County Board of Education approved preliminary sketches by Churchill & Gillig for \$30,000, brick, Russell Cave School building.*

Ky., Richmond—Board of Regents, Eastern Kentucky State Normal School, G. M. Brock, Business Agent, receives bids August 14 for construction of Administration-Auditorium building; plans and specifications may be secured from C. C. and E. A. Weber, Archts., Ingalls Bldg., Cincinnati, Ohio, or from Mr. Brock.

La., Mansfield—Mansfield School District voted \$135,000 bonds for new grammar school; Address Board of Trustees.

Miss., Magnolia—City voted \$30,000 school bonds. Address Board of Education.

Mo., Fulton—Executive Committee of Missouri Presbyterian Educational Movement, 264 Field Bldg., St. Louis, contemplates raising \$600,000, of which \$500,000 will be expended for buildings and endowments at Synodical College.

N. C., Asheville—Walter P. Fraser announced plans for enlarging Asheville School for Boys at Sulphur Springs.

N. C., Asheville—City votes Sept. 28 on \$1,500,000 school bonds. Address Board of Education.*

N. C., Leicester—A. C. Reynolds, Buncombe County, Supt. of Education, Asheville, considering plans for \$100,000 consolidated high school building.

N. C., Raleigh—Board of Education, J. M.

Broughton, Chrmn. Building Committee, rejected all bids for construction of 12-room Murphey School addition, Hayes-Barton Elementary School, Boylan Heights School and West Raleigh School; architects will revise plans and call for new bids within 10 days.

N. C., Seaboard—Seaboard Consolidated School Dist. will erect school building. Address Board of Trustees.

Okla., Fort Cobb—City and Board of Education jointly receive bids Aug. 12 for auditorium and repairs to present school; L. O. Parsons, Clerk.

Okla., Sherman—Kidd-Key College soon start construction on administration building and heating plant to cost \$250,000.

Tenn., Knoxville—City Council approved plans and specifications for Marble City elementary school and addition to Fair Garden and Belle Morris schools; \$307,000.

Tenn., Knoxville—Board of Education receives bids until Aug. 16 for erection of Marble City elementary school and additions to Belle Morris and Fair Garden Schools; Marble City School to cost \$122,000 without equipment, contain 14 rooms, with auditorium and offices; Belle Morris addition, 6 classrooms, principal's offices, combination gymnasium-auditorium and combination cafeteria-kitchen; Fair Garden building, 6 classrooms, auditorium and office.*

Tenn., Livingston—Overton County Board of Education authorized erection of 5-room school at Biliham.

Tex., Austin—University of Texas Board of Regents, Luther Stark, Chmn., has plans and estimates in progress by R. L. White, 1918 Speedway St., for remodeling S. M. A. building at 18th and Red River Sts.; include new partitions, etc.

Tex., Dallas—Board of Education, C. M. Moore, Sec., Akard and Royal Sts., receives bids until Aug. 27 for erection of \$550,000, 3-story and part basement, brick, stone, steel, reinforced concrete, fireproof Woodrow Wilson High School building; stone trim, built-up roof; DeWitt & Lemmon, Archts., 507 S. W. Life Bldg.*

Tex., Devers—Devers School District voted bonds for \$25,000 brick school building. Address Board of Trustees.

Tex., Nacogdoches—Nacogdoches Independent School Dist. Board of Trustees, A. A. Nelson, Chrmn., will erect \$35,000, 1-story, 100x150 ft., brick and concrete, combined auditorium and gymnasium; reinforced concrete foundation, metal roof; equipment and furnishings cost \$10,000. Address equipment proposals to R. F. Davis, North St.; architect not yet selected. (See Machinery Wanted; Flooring (Hardwood).)*

Tex., Olmito—Olmito Common School District No. 9, care P. D. Kennamer, County Supt., Brownsville, has plans in progress by Kelwood Co., 903 Travis Bldg., San Antonio, for \$35,000, 1-story, reinforced concrete frame, hollow tile, setucco, Spanish type, 6-room and auditorium school; oak and pine floors, reinforced concrete piers foundation, mission tile and composition roof; W. E. Simpson, Engr., Natl. Bank of Commerce, San Antonio. (See Machinery Wanted.)*

Tex., Sebastian—Public School District No. 18, J. H. Proffitt, Clerk of Board of Education, plans to erect \$28,000 1-story, 6-room and auditorium school building; A. L. Waters, Archt., Weslaco; concrete foundation, built-up roof; equipment and furnishings cost \$5000. [See Machinery Wanted—Tile; Roofing (Composition); Plaster Board.]*

Va., Courtland—Southampton County Bd. of Education plans extensive improvements at high school building; include erection of domestic science cottage and installation of heating system.

Va., Lincoln—J. T. Long, State Archt., Richmond, completed plans for rebuilding high school on old site, 1-story, brick, 7 classrooms, office, library and auditorium.*

Va., Richmond—Sigma Phi Epsilon College Fraternity, William L. Phillips, Grand Sec., Va. Railway & Power Bldg., announced plans for \$100,000 memorial building.

Va., Salem—School Board contemplates erection school building on the Boulevard; contain 8 recitation rooms and auditorium.

Va., Winchester—School Board considering erection of new school for colored.

W. Va., Lost Creek—Grant District Board of Education, C. O. McVicker, Mt. Claire, will add 4 rooms to high school; \$12,000.

Stores

Ala., Anniston—Judge L. B. Liles will erect 2-story store building and remodel

present building at Ninth and Noble St.; \$30,000.

Ark., Cabot—Baxter Herrod planning to erect store building.

Fla., Fort Myers—R. L. Heverlie will soon let contract for \$45,000 store and office building.

Fla., Hollywood—H. R. Cox has plans by Jack Davidson for \$30,000, 3-story, reinforced concrete and hollow tile building, Harrison St. and the Circle.

Fla., Melburn—Liggett's Drug Store soon have plans for store building.

Fla., Miami—Cliff Storm Realty Corp., owners of Ta-Miami Hotel, planning to erect group of buildings, Hardee Ave. and Ingraham Highway, in Coconut Grove section, to contain 9 stores, restaurant and several apartments; cost \$80,000; furnishings to cost about \$20,000; D. Leonard Halper and Lee Perry, Archts., Realty Board Bldg.

Fla., Miami—C. A. Haines, Pres. of Mutual Investment Co., will erect \$80,000, 7-story and 21-apartment building at N. W. 24th St. and 17th Ave.; Schimek & Dunkle, Archts., 603 Huntington Bldg.

Fla., Miami—D. M. Edwards, Syracuse, N. Y., purchased 42-ft. lot on S. E. Second St., adjoining S. E. corner of S. Miami Ave. and Second St.; reported to replace present structure with department store building.

Fla., Miami—Rand Properties, Inc., erect 8 stores at S. W. First St. and 16th Ave., and 4 at S. W. First St. and 12th Ave.; \$17,000.

Fla., New Smyrna—L. H. Elias will remodel store at Canal and Orange St.

Fla., St. Petersburg—W. D. Sutton, 727 Kinyon St., announced plans for construction of \$100,000 business block and hotel building on Tangerine Ave.

Fla., Tampa—Tampa Drug Co., 313 Washington St., W. G. Allen, Pres., plans to erect \$150,000, 3-story, reinforced concrete and brick building at Twigg and 12th Sts.

Fla., West Palm Beach—United Cigar Stores Co., through Baeder Properties, Inc., soon start work on \$35,000 1-story building S. Poinsettia Ave. and Hibiscus St., contain 11 stores; King & Campbell, Archts.

La., Monroe—Weeks Supply Co., Third & Jefferson Sts., erect \$55,000, 1-story building on N. Fourth St.

Md., Baltimore—Henry Sultzman acquired lot at N. E. corner Washington Blvd. and Tenth St., Morrell Park; will improve with 5 stores.

Md., Baltimore—Franklin Realty & Finance Co., 409 St. Paul Place, announced plans for development of N. W. corner Lawrence and Wynnurst Aves., Enbla Park, into stores and apartments; plans also include erection of 75-car garage.

Md., Baltimore—E. Wasserkrug purchased property at 33 E. North Ave.; will improve for business.

Md., Baltimore—Isaac C. Rosenthal, Munsey Bldg., acquired property on North Ave., between Braddish and Dukeland Aves.; reported to erect stores.

Miss., Brookhaven—Mrs. George Lewenthal will erect 30x60 ft. brick store building.

Mo., St. Louis—S. H. Kresge Co., 455 Seventh Ave., New York, reported to erect store building, Easton Ave. and Suburban tracks.

N. C., Charlotte—Home Real Estate & Guarantee Co., 219 N. Tryon St., W. C. Wilkinson and others soon let contract for 2-story and basement building at 9 S. Tryon St.; to be occupied by Lucille Shops, Inc., A. F. Moses, Pres., Winston-Salem.

N. C., Huntersville—Lurie Kerns will erect store and office building.

Okla., Tulsa—A. Y. Boswell Jewelry Co., 307 S. Main St., planning to erect \$175,000, 3-story building.

Okla., Tulsa—J. L. Seidenbach, Fifth and Main Sts., opens bids next week for \$150,000, 4-story, basement and mezzanine, 50x140 ft. specialty store at 413-15 S. Main St.; steel frame, concrete joist floors, marble and cement floors, composition, reinforced concrete foundation; A. M. Atkinson, Archt., 218 Mid-Continent Bldg.; W. C. Roads, Engr., 1107 Atlas Bldg. (See Machinery Wanted.)*

S. C., Spartanburg—C. Y. Brown, Atty., representing owners of property at corner E. Main and Oakwood Sts., contemplating \$30,000, 2-story store and apartment building.

Tex., Corpus Christi—S. Maston Nixon, Pres. of Leopard St. Development Association, selected C. T. Fincham, City Natl. Bank Bldg., Archt.; design new fronts for brick buildings along this street.

Tex., Dallas—James Smith erect 1-story,

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brick, 4-stories building at 4001-3-5-7 Ross St.; \$15,000.

Tex., Houston—Lala Improvement Co., 3314 Waugh St., erect \$21,000 frame and brick store and apartment building, 2016 Waugh Drive.

Tex., Waco—Ray Abrahamson has permit for repairs to 1-story building at 315-19 Franklin St.; \$10,000.

Theaters

Ala., Opelika—Roy E. Martin and D. E. Ponder, Columbus, Ga., purchased Hudmon property, including Rainbow theater; planning to erect auditorium to seat 2500.

Fla., Miami Beach—Paramount Enterprises, Inc., William A. Leach, Director, Olympia Bldg., soon start work on \$750,000 motion picture and vaudeville theater at Washington Ave. and 13th St., seating capacity 2200; 8 stores on Washington Ave. frontage; John Ebersson, Archt., 212 E. Superior St., Chicago.

Fla., Tampa—Consolidated Amusements, Inc., 601½ Tampa St., John G. Carroll, Gen. Mgr., announced plans for erection of theater in downtown section and additional picture houses in Hyde Park and Tampa Heights.

Fla., Ybor City—Nicholas Mitchell, Archt., 308 Cass St., Tampa, advised in regard to \$250,000 theater for Ybor City Theater Co.: "This job is being revised; plans in tentative stage."*

BUILDING CONTRACTS AWARDED

La., New Orleans—Masonic Lodge of Louisiana let contract at \$14,570 to A. Garrett, Canal-Commercial Bldg., for 1-story, hollow tile office building at Masonic Cemetery, City Park Ave.; also for paving and grading work and iron fence; Sam Stone, Jr., & Co., Archts., 714 Union St.

Bank and Office

Ala., Mobile—Merchants Bank let contract to Owen Construction Co., 62½ S. Water St., for \$35,000 addition on St. Joseph St.

Fla., Fort Myers—First National Bank, Frank C. Alderman, Pres., enlarging and remodeling building.

Ga., LaGrange—Daniel Lumber Co. has contract for \$25,000, 47x50-ft., 14-room addition to general office of Callaway Mills.

La., Jennings—Louisiana Electric Co., R. E. Meisner, Supt. of local office, expending \$10,000 in remodeling and equipment.

N. C., Charlotte—Palmer-Spivey Construction Co. has contract for \$55,000, 5-story, 45-room addition to Professional Bldg. on Tryon St.

Tenn., Kingsport—William Roller, Sr., announced work to go forward at once on \$200,000, 7-story, 50x140-ft. office building, cor. Broad and Market Sts.; foundation complete; reinforced concrete and steel construction, 6 storerooms on ground floor; Luke Lowe, Bristol, contractor in charge; Manley, Young & Meyer, Archts., Knoxville Bldg., Knoxville.*

Tenn., Knoxville—Schubert Home Building Co. erecting 1-story, concrete, tile and stucco building on Washington Ave. to house branch of Day and Night Bank, General Bldg.

Tex., Dallas—Guiberson Corp. erecting 2-story and basement, 80x63-ft. L-shaped office on Forest Ave.; Arthur E. Thomas, 5001 Ashland St., Archt.

Va., Lynchburg—Commercial Trust & Savings Bank, 703 Main St., let contract to McDonald Landrum, 510 Victoria Ave., for improvements at 623 Main St.; to cost \$10,000.

Va., Marion—People's National Bank and Marion National Bank, recently consolidated, let contract to Eubank & Caldwell, Boxley Bldg., Roanoke, for new building at Main and Church Sts.; plans by contrs.*

Churches

Ala., Demopolis—Methodist Episcopal Church, South, Rev. H. W. Rice, Pastor, let contract to W. C. Stout, Rand Bldg., Memphis, Tenn., at \$33,832, for 3-story, 113x40 ft., brick building; composition or slate roof, concrete foundation, pine, tile and composition flooring, equipment and furnishings cost \$5000. Address proposals to Roulhac Gwin; Alsop & Callanan, Archts., 24 Dormon Bldg., Memphis, Tenn. (See Machinery Wanted.)*

Fla., Havana—Presbyterian Church, care of Rev. Mr. Chalmers, erecting new building.

Tenn., Sweetwater—Clyde Booth, Mgr. of Booth Enterprises, planning to erect new theater building.

Va., Richmond—Marcus Loew, New York, reported negotiating for site for \$1,000,000 theater building.

Warehouses

N. C., Asheville—Pearce-Young-Angel Co., 129 Roberts St., T. B. Pearce, Pres., Columbia, S. C., will erect \$100,000, 60x96 ft., fireproof, 4-story warehouse and cold storage plant on Robert St.

S. C., Greenville—M. B. Leach erect \$30,000, 2-story, 80x100-ft., brick warehouse on Rhett St.

Tenn., Columbia—Frierson heirs, owners of recently burned building, reported to rebuild; occupied by Hardison Produce Co., C. B. Hardison, Mgr.

Tenn., Lewisburg—Marshall County Co-operative Sweet Potato Pea Association, G. F. Hardison, Pres., plans to erect potato storage house.

Tex., Brownsville—National Biscuit Co., Brown White, San Benito, Dist. Rep., reported to erect 50x120 ft. concrete and hollow tile distribution warehouse on Fronton St.

Va., Roanoke—Nashville Utilization Corp. erect \$13,000 addition to frame warehouse on Belt Line R. R.

La., Bastrop—Ferd Levi Co., 209 De Siard St., Monroe, has contract for complete equipment of First Baptist Church; include pulpit furnishings, chairs, office equipment, etc.

Md., Baltimore—St. Casimir's Catholic Church started work on new building at O'Donnell St. and Lakewood Ave.; address the Pastor.

Miss., New Albany—Chastang Construction Co. erecting \$60,000 building for Methodist Church.

Mo., St. Louis—Lafayette Park Baptist Church, Mississippi and Lafayette Sts., erect \$20,000 brick addition; 2 stories, 20x54 ft., composition and slate roofs; J. Tarling, Archt., 4400 Kossuth St.; G. V. Gutjahr, Contr., 5462 Helen St.

Mo., St. Louis—Our Lady of Sorrows Parish, 5835 S. Kingshighway, erect \$150,000 church, \$20,000 school and \$20,000 dwelling; brick, concrete, tile, composition and gravel roofs, 2 stories, 65x194 ft., 52x62 ft. and 42x56 ft., steam heat; A. F. Stauder, Archt., 6032 S. Kingshighway; J. P. Fendler, Contr., 6007 S. Kingshighway.

N. C., Charlotte—Tryon Street and Trinity Methodist Churches, J. H. Little, Chmn., Bldg. Committee, let contract to J. P. Little & Sons at \$431,500 for 3-story and basement, 100x330 ft., stone building at Eighth and N. Tryon Sts., slate roof, structural steel, concrete and wood floors, art glass, vapor heat; Spencer & Phillips, Archts., Goodwyn Institute Bldg., Memphis, Tenn., heating, Chas. W. Christian, \$13,250; plumbing, J. A. Haley & Sons, \$6320; electric wiring, Hunter Electric Co., \$4620.*

Okla., Cushing—First M. E. Church, Rev. John E. Callow, Pastor, recently let contract to T. F. Gross at \$50,475, for 3-story, brick, stone, steel and concrete, 56x124 ft., building, reinforced concrete foundation; Coppel Bros., plumbing; P. P. Powell, painting; T. J. Hughes Lumber Co., lumber, cement, lime, brick, metal laths, roof, plaster; J. B. Klein Iron & Foundry Co., 1006 W. Second St., Oklahoma City, structural, reinforcing and ornamental steel; Bedford-Carriage Stone Co., Tulsa, cut stone; Rounds & Porter Lumber Co., 621 E. Second St., Tulsa, millwork; Edward L. Gahl, Archt., 311-12 Southwest Natl. Bank Bldg., Oklahoma City; Frank Fallin, Engr., Guthrie. (See Machinery Wanted—Flooring; Dumb Waiters; Saws; Joister.)*

Tex., Bryan—First Christian Church, Sam D. Wilson, Chmn., Building Committee, let contract to O. Martinsen for first unit of new building.

Tex., Houston—Houston Evangelistic Temple, care of Raymond T. Richey, 618½ Melan St., erecting steel and stucco with tile trimmings, 120x125 ft., \$150,000 building at Lamar and Chenover Sts.; auditorium to seat 4000; heating plant and nursery room in basement, auditorium and reception room on first floor; Brickley, Wiggins & Brickley, Archts., State Natl. Bank Bldg.; John Stadler, Contr., 1120 Chenevert St.

Va., Winchester—Methodist Episcopal

Church, South, erecting building at Burnt Factory; Rev. J. D. Russell, Pastor.

City and County

Ala., Florence—City let contract at \$40,000 to Jas. C. Billock, E. Tennessee St., for jail and fire station; former, reinforced concrete; latter, brick bearing walls, 2 stories, 40x60 ft. and 50x50 ft., concrete floors and foundation, built-up roof; Paul W. Hofferbert, Archt., Seminary St. See Machinery Wanted.*

Fla., Wewahatchka—Gulf County Board of Commrs. let contract to H. H. Taylor, Blountstown, for erecting 2-story, fireproof, 40x70-ft. courthouse; \$100,000 available; Warren, Knight & Davis, Archts., Empire Bldg., Birmingham, Ala.*

Ga., Atlanta—City, Walter A. Sims, Mayor, started work on \$16,500, 2-story, brick and stucco, 42x78 ft. fire station at Dill and Stewart Aves.; cement and wood floors, concrete foundation, tile roof; plans and construction by Joseph S. Shaw, 301 Georgia Savings Bank Bldg.*

N. C., Asheville—City, John H. Cathey, Mayor, reported let contract at \$606,000, exclusive of metal partitions, plumbing and heating, to Miller Engineering Co., Asheville and Norfolk, Va., for city hall section of \$1,500,000 joint City-County Building; Douglas D. Ellington, Archt., Wabash bldg., Pittsburgh, Pa., and 16½ Wall St., Asheville. (Recently reported let to Buchholz Construction Co.)*

N. C., Wilmington—New Hanover County Board of Commrs., Addison Hewlett Chmn., let contract to W. A. Simon, Garrell Bldg., for \$21,000 prison building and additions and alterations to county home; Lynch & Foard, Archts.*

Dwellings

Ala., Selma—Erwin Hohenberg let contract to B. D. Hoffman for \$22,500 residence on Pettus Ave.

D. C., Washington—R. E. Latimer Land Co., Bellevue Terrace and Garfield N. W., announced work under way on first dwelling in Rock Creek Hill.

Fla., Bradenton—Bradenton Builders, Inc., started work on first unit of 10 dwellings; stone and frame construction.

Fla., Davenport—Miss Mary F. Beery let contract to M. F. Nicholson for Colonial home and two 16x40-ft. poultry houses.

Fla., Fort Lauderdale—Margaret L. Palmer erect two \$10,000, 2-story residences in Old Venice; concrete block and stucco exterior, tile roof; Robert L. Weed, 328 N. E. Second Ave., Archt., Miami; Hennessey & Green, Inc., Contrs.

Fla., Miami—John B. Orr, 147 N. E. Sixth St., will erect \$35,000 hollow tile residence and garage, Palm Island; Klehnel & Elliott, Archts.; owner builds.

Fla., Miami—M. J. Conroy will erect \$10,000 residence and garage in Harding Drive; plans and construction by owner.

Fla., Miami—Dr. Samuel Aronovitz, 204 N. W. 11th Ave., erect \$16,000 concrete block, 1-story residence in S. W. 11th Terrace; A. Robert Chananie, Archt.; Louis Miller & Son, Contrs.

Fla., Miami—Morris Reuben, 926 N. W. Fifth St., erect \$30,000 residence at S. W. 13th St.; A. Robert Chananie, Archt.; S. Charles Davis, Contr.

Fla., Pensacola—Arthur Brown, 221 W. Gadsden St., Contr., will erect 10-room cottage in Brentwood Park.

Fla., Pensacola—Peter L. Rosasco, 205 Palafox St., erecting \$25,000 to \$30,000 residence, Brentwood Park; cement, hollow tile, 1 story, 55x65 ft.; basement completed; Mr. Capellen, Archt., Palafox St.; Altink Construction Co., Contr., Brent Bldg.

Fla., Titusville—Titusville Securities Co. let contract for 4 Spanish type dwellings near Dixie Highway; total cost \$15,000.

Fla., Venice—Robert S. Marvin, Mgr. Bldg. Dept. of Venice Co., announced work started on \$12,500 residence, Nassau St. and Salerano Ave.

La., New Orleans—Hibernia Homestead Association, 638 Commercial Place, erect \$10,000 bungalow, Lopez and Randon St.; Badeaux & Simon, Contrs.

La., New Orleans—Frank L. Miller, Godchaux Bldg., let contract to Edwin L. Markel, 3838 Louisiana Parkway, for \$10,000 residence, Willow and Joseph Sts.

La., New Orleans—Saml. Assunto and Italian Homestead Assn., Union Indemnity Bldg., erect building, Louisiana Ave. and Galvez St.; cost about \$10,000; Saputo & Governali, Contrs., 3238 Bienville St.

La., New Orleans—Col. Horace Harvey,

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3507 Camp St., let contract at about \$24,000 to Chas. Gibert, Balter Bldg., for hollow tile and stucco residence, Webster St. and St. Charles Ave.; Andry & Feltel, Archts., N. O. Bank Bldg. See Machinery Wanted.*

La., Opelousas—Adolphe Jacobs let contract to Homer Ventre at \$14,900 for 2-story, brick veneer residence; concrete tile roof, oak floors; Herman J. Duncan, Archt., 120 Murray St., Alexandria. (See Machinery Wanted—Flooring; Roofing Tile; Cast Stone.)*

Md., Baltimore—Bay Engineering Co., Fifth and Bank Sts., erect nine 2-story, brick, 15x50 ft. dwellings, Eastern Ave., east of Fifth St.; \$18,000; L. A. Young, Archt.; owner builds.

Md., Baltimore—Columbia Construction Co., Baker and Ashburton St. will erect sixteen 2-story brick dwellings S. W. corner Hilton and Mondawmin Ave.; \$50,000; Geo. Wessel, Archt., 3001 Lytleton Rd.; owner builds.

Md., Baltimore—John Welsh, 4701 Edmondson Ave., erect 8 frame dwellings, 3816-22, 3819-25 Penhurst Ave.; 1½ stories, 24x28 ft.; total cost \$20,000; Geo. Wessel, Archt., 3001 Lytleton Rd.; owner builds.*

Md., Baltimore—R. B. Construction Co., Kate Ave. and Reisterstown Road, erect three 2-story, 24x36 ft. brick dwellings, Reisterstown Rd., north of Wichita Ave.; \$10,000; slag roof; George Wessel, 601 W. 40th St., Archt.; owner builds.

Md., Baltimore—Grindon Building Co. erect sixteen 2-story, brick, 14x42 ft. dwellings, S. W. corner Belair Road and Grindon lane; \$40,000; slag roof; George Wessel, Archt., 601 W. 40th St.; owner builds.

Md., Baltimore—Wilkins Realty Co., Hurley Lane near Wilkins Ave., erect eight 2-story brick, 16x30 ft. dwellings, west side Hurley lane; \$16,000; steam heat; Geo. W. Ritter, Archt., 5515 Winner Ave.; owner builds.

Md., Baltimore—Henry F. Baker, Jr., 301 W. 29th St., erect 2-story, \$10,000, frame, 31x32 ft. dwelling, Thornhill Rd.; slag roof, hot water heat; C. H. Hebrank, Archt., 3 E. Lexington St.; S. O. Street Construction Co., Contrs.

Md., Baltimore—Robert Seff erect four 2-story, 54x45 ft., brick dwellings, S. E. corner Hunter Alley and 24th St., \$12,000, steam heat; B. H. B. Ennis, Liberty Heights and Rosedale Ave., Builder.

Md., Baltimore—Frank Marine, 2 E. Lexington St., erect twelve 2-story, brick, 15x44-ft. dwellings, Catherine Ave.; \$30,000; hot water heat; J. F. Bisson, Archt.; owner builds.

Md., Baltimore—City Real Estate Co., 11 E. Fayette St., erect 4 1½-story, 26x31 ft. frame dwellings, 3809-15 Fernhill Ave.; \$10,000; George Wessel, Archt., 601 W. 40th St.; owner builds.

Md., Baltimore—J. A. Smith, Jr., 10 W. Chase St., erect \$20,000 2½-story, 47x32 ft. brick dwelling, Underwood Rd.; slate roof, hot water heat; Paul M. Hesser, Archt.; J. R. Gerwig Co., 213 St. Paul St., Contrs.

Md., Baltimore—E. Asbury Davis, 119 S. Howard St., erect 17,000 2½-story, 41x43 ft. brick dwelling, Wickford Rd.; slate roof, vapor heat; Bernard Evander, 3411 Guilford Terrace, Archt.; J. R. Gerwig Co., 213 St. Paul St., Contrs.

Md., Baltimore—James S. Donahue will erect four 1½-story, frame, 17x26-ft. dwellings, Fleetwood Ave., east of Glenwood Ave.; \$10,000; asbestos roofs, furnace heat; F. E. Beall, 306 St. Paul St., Archt.; owner builds.

Md., Baltimore—Robt. W. King, 2138 E. Baltimore Ct., will erect 2½-story, brick, 27x45-ft. dwelling and 20x22-ft. garage, 39th St. east of Greenway; \$14,000; slate roof, vapor heat; M. E. Donaldson, 1310 Eutaw Place, Archt.; H. C. Glantz, Plaza Apts., Contr.

Mo., University City, St. Louis—Charles Fremder, 5536 Enright St., erect \$18,000, 2-story, 65x33 ft. and 19x40 ft., 4-family apartment building and garage, 7365 Amherst Ave.; owner builds.

N. C., Greensboro—H. T. Ireland erecting three \$7000 brick veneer residences, 2 on Lake Drive and other on Madison St.; D. L. Kennerly, Schneek St., Contr.

N. C., Winston-Salem—McNell Construction Co., County Club Road, started work on 1-story 10-room brick residence on Stradford Rd. for Dr. Fred M. Hanes.

S. C., Greenville—J. E. Stuckey, Branch Mgr., B. Midlin Hood Brick Co. of Atlanta, erecting \$15,000 Spanish type, duplex residence on E. Earle St.; Haskell H. Martin & Co., 208 W. Mills Ave., Archt.; W. E. Gibson, Contr.

Tex., Houston—Gertrude Lee Ormond erect \$14,000, 7-room, frame, brick veneer house with garage at 1816 Bissonett St.; H. S. Humphrey Contr.

Tex., Houston—F. C. Youmans, West Bldg., of Sherman-Youmans Construction Co., erecting 2-story, brick veneer English type residence on Chevy Chase Drive at River Oaks; L. W. Lindsay, Archt.-Builder, Second Natl. Bank Bldg.

Tex., Waco—J. Lee Davis erecting \$20,000 addition to residence, 1403 Washington St.; A. L. Bradley, Contr., 2225 Homan Ave.

Va., Salem—St. Paul's Episcopal Church let contract to T. J. Davis Construction Co., 801 Virginia Ave., Roanoke, for new parish house on Market St.

Government and State

Fla., Fort Lauderdale—Tom M. Bryan, Contr., soon start work on building at Third St. and Cunningham Ave.; to be leased to Government for post office; Francis L. Abreu, Archt.; bids in.*

Fla., Tallahassee—State, C. W. Hunter, Supvr., Industrial Division of State Institutions, let contract to C. A. Fulghum for \$300,000 State office building; 3 stories, brick exterior, fireproof interior; electrical work by Electric Shop of Pensacola; plumbing, J. D. Points, Palatka; heating, J. L. Powers, Bennettsville, S. C.; plans and specifications by Rudolph Weaver, Gainesville.

Mo., St. Louis—Treasury Dept., Jas. A. Wetmore, Act. Supervising Archt., Washington, D. C., let contract at \$37,998 to John J. Clark Construction Co., Arcade Bldg., for constructing additional floor between first and second floors; painting and refinishing to Beal & McNamara Painting Co., 5078 Easton Ave., both St. Louis.*

W. Va., Charleston—Lehigh Structural Steel Co., Allentown, Pa., has contract for all structural steel to be used in construction of second unit of State Capitol office building, for which James Baird Co., 441 Lexington Ave., has general contract at \$1,151,000; Cass Gilbert, Archt., 244 Madison Ave., New York.*

Hospitals, Sanitariums, Etc.

Ark-Tex., Texarkana—St. Louis Southwestern Railways Lines Hospital Association let contract to Bailey-Burns-Kirkpatrick Construction Co., Dallas, Tex., for \$50,000 nurses home at Cotton Belt Hospital; brick and reinforced concrete, 2 stories; Trueblood & Graf, Archts., Chemical Bldg., St. Louis, Mo.*

N. C., Gastonia—Dr. D. A. Garrison started work on \$50,000 sanatorium on York St.

Okla., Muskogee—State Board of Public Affairs, Carl L. Rice, Chrmn., Oklahoma City, let contract to Kelly & Phillips, at \$17,000, for erection of hospital at State School for Blind; brick walls, concrete floors and ceilings; Charles A. Dawson, Archt., 1206 W. Broadway; concrete engineering by W. C. Roads, Structural Engr., Atlas Life Bldg., Tulsa.*

Tex., San Angelo—Concho Valley Baptist Assn., care D. R. Pevoto, 111 E. Harris St., plans to erect \$80,000, 4-story and basement, reinforced concrete, monolithic tile and brick hospital; 96x40 ft. with 20x40 ft. extension; equipment and furnishings cost \$20,000; R. K. Thomas, Archt.-Builder. (See Machinery Wanted—Tile; Flooring; Incinerators; Electric Refrigerators; Dumb Waiters.)*

Hotels and Apartments

Ala., Birmingham—La Salle Development Co., T. H. Joy, Pres., 646 N. Michigan Ave., Chicago, Ill., let contract to Smallman-Brice Construction Co. for \$150,000, 9-story steel and concrete apartment building at 2020 11th Ave. S.; plans by Gallup & Joy, 646 N. Michigan Ave., Chicago; Jackson C. Halstead, Asso. Archt., in charge of construction.*

Ala., Mobile—Battle House, Taylor Peck, Gen. Mgr., let contract to B. E. Buffalo & Co., for remodeling restaurant, Royal and St. Frances Sts.; new kitchen equipment cost \$15,000 to \$20,000, fireproof; C. L. Hutchison, Archt. (See Machinery Wanted—Electric Refrigerators.)*

Fla., DeLand—Mr. and Mrs. E. D. Barnhill let contract for \$100,000 50-room hotel on S. Woodland Blvd.

Fla., Miami—Jessup Construction Co., Inc., Henry Jessup, Pres., 745 Seybold Bldg., soon start work on \$142,000, 9-story, reinforced concrete fireproof co-operative apart-

ment house at S. E. corner S. W. Fourth Ave. and Fifth St.; will be known as Florence Court Apartments, and contain 216 units, 3 elevators, 3 incinerators, chutes, 70x34-ft. lobby, 24x105-ft. patio and loggia, 9 stores on ground floor; Lingler & Beshgetoorian, Archts., 111 S. Miami Ave.; owners build.

Fla., Miami—L. J. May erect \$12,000 apartment house at 3445 N. W. 12th Ave.; R. A. Preas, Archt.; F. D. Bartlett, 114 N. W. Fifty-fourth St., Contr.

Fla., Naples—Sheriff W. B. Maynard erecting \$40,000, 30-room hotel in Rocky Creek Terrace; frame and stucco.

Fla., Vienna—City of Vienna started work on apartment building containing 600 flats; address the Mayor.

Ga., Savannah—Artley Co., Contrs., 504 E. Bay St., let following sub-contracts on Hotel General Oglethorpe at Wilmington Island; Norton Frierson, 109 Whitaker St., electrical wiring; R. L. Gruber, 121 Whitaker St., elevators; Seckinger & Garws, 448 Drayton St., plumbing; Peerless Plumbing Co., 415 Drayton St., low bidder for heating equipment; contracts total \$175,000.*

Mo., Sedalia—Stevens Construction Co., S. M. Miller, Supt., 30 N. Michigan Ave., Chicago, Ill., clearing site for \$296,000, 7-story community hotel building at Fourth and Ohio Sts.*

Mo., St. Louis—May Building & Investment Co., 808 Chestnut St., erect \$12,000 2-story, 34x52-ft. brick tenement at 4127-29 Castelman St.; composition and tile roof, steam heat; O. J. Popp, Archt., Arcade Bldg.; owner builds.

Mo., St. Louis—A. Newman, 2740 Market St., let contract to F. Spohrer, 2427 Salline St., for \$10,500 2-story, brick, 34x46 ft. tenement, 2916-18 Neosho St.; composition and shingle roof, warm-air heat; O. J. Popp, Archt., Arcade Bldg.

Tenn., Knoxville—Chapman Drug Co., 516 State St., has contract to supply equipment for installation of refrigeration system in \$1,000,000, 17-story Tennessee Terrace Hotel.*

Tex., Ballinger—G. G. Odom let contract of R. C. Lewis, Abilene, at \$18,000, for 1-story brick and concrete addition to hotel and remodeling present building; R. E. Lane, Archt., 115 N. Fifth St., Waco.*

Tex., Junction—Junction Hotel Co., care A. E. Loeffler, let contract to Moeller & Weilbacher, 435 Mason St., San Antonio, at \$33,479, for 2-story steel, concrete and brick hotel building; W. W. Brown, Kerrville, heating and plumbing at \$5200; Travis Electric Co., 204 E. Travis St., wiring at \$1198; Adams & Adams, Archts., Builders Exchange Bldg.; both San Antonio.*

W. Va., Huntington—C. L. Ritter of Central Realty Co., owners of Hotel Frederick, expending \$55,000 for remodeling interior and exterior; Groves-Thornthorn Hardware Co., 822 Fourth Ave., has contract for inlaying tile on several floors.

Miscellaneous

Fla., Miami—Albert Pick & Co., 12 W. Randolph St., Chicago, Ill., have contract for remodeling Thornton's cafe, Miami Hotel.

Fla., St. Augustine—St. Augustine & Atlantic Corp., 9 King St., August Hecksher, Pres., erecting \$80,000 1½-story, 200x190 ft. Vilano Beach casino, near St. Augustine; stucco on hollow tile, one wing stucco on frame, concrete foundation, cement, pine and maple flooring, flat and tile roof; equipment and furnishings to cost \$20,000; Hedrick & Schoeppl, Archts., 252 St. George St.; Fred F. LaRoche & Co., Contrs., 120 Bay St. (See Machinery Wanted—Electric Refrigerators; Flooring; Roofing Tile.)*

Fla., St. Petersburg—Ingls Iron Co., Birmingham, Ala., started work on \$250,000 fireproof, steel and hollow tile, 187x250 ft. building at Fourth St. and 20th Ave. North, for Sanitary Public Markets, Inc., Al Gandy, Pres.; form double arcade providing 76 booths and storerooms; H. B. Schofield has general contract.*

La., New Orleans—Latter & Blum, 333 Carondelet St., acting for Quinette Amusement Co., announced contract let to Lionel F. Favret, Louisiana Bldg., for construction of \$145,000 fronton for playing of Jai-Alai, Spanish game.*

S. C., Gaffney—Cherokee County Fair Association, J. B. Johnston, Sec., 109 W. Frederick St., let contract to W. T. Duncan for erection of 4 buildings, grandstand, stock shed and fence at fairgrounds; plans by contr.

Tex., El Paso—Rev. F. R. O'Loughran, 215 Arizona St., announced plans for erection of addition to roof garden of commu-

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nity center, for cafeteria to accommodate 200 students of St. Patrick's School; J. E. Morgan, 319 Texas St., Contr.

Railway Stations, Sheds, Etc.

Tex., Corpus Christi—Texas-Mexican Ry. Co. erect \$13,000, 40x50 ft. brick and concrete freight depot fronting on Railroad Ave.; Henry Zachry, Contr.

Tex., Flatonia—Galveston, Harrisburg & San Antonio Ry. Co., H. M. Lull, Ch. Engr., Southern Pacific Lines, Houston, will erect 20x104 ft., 1-story, frame with cement, stucco and asbestos slate passenger depot; concrete floors and foundation; work by company forces.*

Va., Appalachia—Louisville and Nashville R. R., W. H. Courtenay, Ch. Engr., Louisville, Ky., let contract to George H. Rommell & Sons, Louisville, for 1-story, \$39,000, 75x85-ft., brick passenger depot; cement floors, concrete foundation, slate roof.

Schools

Ala., Anniston—Calhoun County Board of Education, S. E. Gibson, Supt., rejected all bids as too high for construction of consolidated school building at Eulation; will employ foreman and build by day labor.*

Ala., Hartford—State Department of Education, Montgomery, erecting 1-story, brick County High School; Chaney Brothers, Contrs.

Fla., Bradenton—Manatee County Board of Public Instruction let contract to C. A. Monk, Sarasota, for \$16,000 Negro school; W. Overton Snyder has contract for 4 additional rooms to Oneco school at \$11,890.

Fla., Coral Gables—University of Miami, Judge William E. Walsh, Pres., Board of Regents, let contract to John B. Orr Construction Co., 147 N. E. Sixth St., Miami, for erection of reinforced concrete, frame and terra cotta block \$215,000 Mary Kimball Penney Music Conservatory, gift of J. C. Penney; also provided for \$250,000 auditorium to be built later; plans by Phineas E. Paist and Denman Fink.

Fla., Fort Tampa—Hillsborough County Board of Public Instruction, W. D. F. Snipes, Supt., Tampa, let contract to H. G. Fleming, Crescent Place and North B. Tampa, at \$143,396, for 2-story, semi fireproof, 245x160 ft. grade school building; terrazzo, tile and rift pine floors, reinforced concrete foundation, Barrett roof; C. Frank Galliher, Archt., Brantley Bldg., Tampa.*

Fla., Palmetto—Manatee County Board of Public Instruction, Bradenton, let contract to C. B. Stubbs, at about \$59,000, for new school at Central and Oak Sts.; hollow tile and stucco, 12 rooms and auditorium to seat 800.

Fla., Perry—Taylor County Board of Public Instruction let contract to W. J. Pippin, Moultrie, Ga., for addition of 4 classrooms to school building, cost \$12,000; S. W. Garrer & Co., Archt., Tampa.

Ga., Savannah—Binz Cast Stone Co., Sarasota, Fla., has \$20,000 contract for cast stone to be used in construction of \$30,000 high school.

Ga., White Oak—Camden County Board of Education, St. Mary's, erecting \$20,000 brick school building; J. W. Collins, Contr., Brunswick, superintending work.

Ky., Brownsville—Edmondson County Board of Education recently let contract to Raymond Contracting Co., Bowling Green, for \$32,000 2-story High School building on Lee Bird property; brick and hollow tile, concrete foundation; Clarence J. Stinson, Archt., Inter-Southern Bldg., Louisville.

La., Mansfield—Mansfield Female College, T. L. Dowling, Chrmn., Building Committee, let contract to C. M. Corbin for improvements and repairs to building.

La., New Orleans—R. P. Farnsworth & Co., Canal Bank Bldg., Gen. Contr., for \$384,420 school at Nashville and Loyola Aves., let following sub-contracts: Gore & Daubert, Inc., 835 Baronne St., heating and plumbing; Electrical Contracting & Engr. Co., electric work; structural steel, Virginia Bridge & Iron Co., Whitney Bldg.; millwork, National Sash & Door Co., N. Dupre and Toulouse Sts.; limestone, Ingalls Stone Co., Bedford, Ind.*

Md., Baltimore—Board of Awards, Mayor Howard W. Jackson, Pres., let contract for 34 pianos for public schools to following: Peabody Piano Co., National Piano Co. and Kunkle Piano Co.

Md., Baltimore—Friend's School erect \$14,000 building Charles St., near Wyndhurst; 30x60-ft., slate roof, steam heat; Palmer, Willis & Lamdin, 513 N. Charles St., Archt.; Consolidated Engineering Co., 20 E. Franklin St., Contrs.

Miss., Bassfield—School Board, Dr. E. M. Blount, Sec., let contract to W. D. McDaniel, Prentiss, for \$20,000 brick, 100x100 ft., 10 rooms and auditorium school building.*

Miss., Ocean Springs—School Board let contract to Berry & Appiewhite, Silver Creek, at \$63,991, for 2-story, brick and concrete, 158x125 ft. school building; tile and concrete floors, reinforced concrete foundation, composition roofing; American Heating & Plumbing Co., New Orleans, heating and plumbing at \$7094; William T. Nolan, Archt., Canal-Commercial Bldg., New Orleans.*

Mo., New Florence—School Board let contract to John Eppel Construction Co., Ferguson, for erection of school building.

N. C., Wake Forest—Wake Forest College, J. A. Campbell, Pres. Board of Trustees, erecting 60x65 ft. fireproof extension to library building.

N. C., Raleigh—H. F. Strygley, Sec. School Committee, Raleigh Township, 203 Professional Bldg., let contract to Kenyon-Thompson Co., Merchants Bank Bldg., at about \$72,000, for 22-room Negro school building; Dermott Heating Co., heating; Bieman & Rowell & Co., 117 W. Morgan St., plumbing; Frank B. Simpson, Archt.*

N. C., Yadkinville—Yadkin County Board of Education recently let contract to C. N. Dobbins, at \$26,000, for 1-story, brick and concrete, 90x160 ft. school building; pine floors, concrete foundation, asbestos shingle roof; equipment and furnishings cost \$5000. Address equipment proposals to J. T. Reese, County Supt.; Norfolk & O'Brien, Archts., Starbuck Bldg., Winston-Salem. (See Machinery Wanted—Ventilators.)*

Okla., Grant—Board of Education has let contract for 3-room, brick school building.

Okla., Norman—State Board of Public Affairs, Carl L. Rice, Chrmn., Oklahoma City, let contract to Tankersley Construction Co., Sapulpa at \$171,000, for construction of Physical Education Building at University of Oklahoma.

S. C., Allendale—Thomas E. Crane, Clerk, Allendale Centralized High School, let contract to W. T. Beemgard, Clover, at \$71,000 for 2-story, 175x175 ft., face brick school building; gum floors, concrete foundation, equipment and furnishings cost \$15,000; Willis Irvin, Archt., Lamar Bldg., Augusta, Ga. (See Machinery Wanted—Opera Chairs; Vault Lights; Cast Stone; Terra Cotta Trim.)*

S. C., Spartanburg—Spartanburg County Board of Education let contract to J. C. Cunningham at \$79,000 for 14-classroom, gymnasium and auditorium high school building at Duncan; Paul Williams, Archt.

Tenn., Knoxville—Knox County Board of Education, W. W. Norris, Sec., let contract to Gervin & McFarland, Deaderick Bldg., at \$11,910 for 4-room and auditorium, brick and concrete school at Mt. Olive; C. A. Tarwater, Archt., 613½ Market St.*

Tex., Childress—Board of Education let contract to Swinburn Construction Co., Vernon, for \$20,000 1-story brick and concrete school building; Guy A. Carlander, Archt., 15 Massie Bldg., Amarillo.*

Tex., Denton—College of Industrial Arts, Dr. L. H. Hubbard, Pres., let contract to Denton Construction Co. for boilers and installation of two heating units to cost \$25,000 to \$28,000; J. C. Koriach Plumbing & Heating Co., Sherman, received contract at \$6300 for piping, equipment and installation; contract for construction of heating tunnel let to Milligan & McCrary, at \$6382; M. B. Whitlock, addition to power house at \$6290.*

Tex., Lubbock—Board of Education, E. I. Hill, Pres., let contract to C. W. Wheeler at about \$71,000, for high school building; 3-story and basement, 97x60 ft. with auditorium extension, 1-story, 47x60 ft.; brick, stone and reinforced concrete; David S. Castle Co., Archts., 701-4 Alexander Bldg., Abilene.*

Va., Blacksburg—Virginia Polytechnic Institute, Dr. Julian A. Barruss, Pres., let contract to F. A. Lucas, Bluefield, W. Va., at \$87,100, for erection of 4-story and basement, 45x142 ft., brick, fireproof dormitory; Carneal & Johnston, Archt., Va. Ry. & Power Bldg., Richmond.*

W. Va., Matewan—Huntington Iron Works, Adams Ave., Huntington, has contract to fabricate and deliver steel for \$50,000 steel building; plans by Levi J. Dean, Simms-Keller Bldg., Huntington.

Stores

Ala., Birmingham—Charles M. Allen & Sons, 408½ N. Nineteenth St., erect 1-story, 80x80 ft. commercial building at 20th St. and 10th Ave., for H. H. Mayberry.

Ala., Birmingham—Munger Realty Co., 412-16 Jackson Bldg., let contract to J. F. Holley Construction Co., 1109 Fourth Ave., at \$32,500, for 1-story, 135x50 ft. brick and tile retail stores S. E. corner 20th St. and 11th Ave.; cement foundation, cement and tile floors, tile, tar and gravel roof; Miller & Martin, Archts.; J. A. Lewis, Engr.; both 911 Title Guarantee Bldg.*

Fla., Davenport—H. H. Brenner of Davenport Lumber & Supply Co. let contract to Home Building Dept. of his company for business block on Bay St.

Fla., Davenport—Holly Hill Grove & Fruit Co. let contract to Davenport Lumber & Supply Co. for construction of 7-store block, Market and Bay Sts.; concrete, hardwood maple floors, stucco finish, plate glass windows.

Fla., Fort Lauderdale—H. L. Loynes started work on \$75,000, 2-story, reinforced concrete and hollow tile arcade and office building on Brickell Ave.; John M. Peterman, Archt.; Hall & Johnson, Contr.

Fla., Fort Myers—Henry Colquitt erecting 8-story building on McGregor Blvd.

Fla., Hialeah—Harry Brown erecting 12-stories with apartments above at rear of Commercial Hotel.

Fla., Hialeah—J. J. Murphy & Son, erecting 6 storerooms with 5 apartments above.

Fla., Tampa—Neil Finkelstein let contract to Logan Bros., Spring & Fortune Sts., for \$40,000 2-story brick and steel store and office building at Franklin and Harrison Sts.

Ky., Owensboro—Interstate Stores Co., Second and Allen Sts., let contract to Leo Monarch for remodeling of front and new fixtures.

La., Baton Rouge—Dr. Fred Dutuy let contract to L. W. Eaton, 401 Goldwood Ave., for \$24,000, 188x70-ft., 5-store buling on North St.

La., Lake Providence—Max Levy & Sons erecting \$20,000 department store building; Albert G. Simms, Contr.; also contemplate erecting two additional business buildings.

La., New Orleans—J. D. Levert Land Co., Inc., let contract to G. E. and E. E. Reiman Co., Ltd., Canal-Commercial Bldg., for alterations and additions to building on Carondelet St.; \$26,000.

Md., Baltimore—C. B. Baker, Citizens Nat'l Bank Bldg., has plans by Smith & May for \$100,000, 1-story and basement, stucco, 140x150-ft., business building, S. W. corner, Greenmont Ave., and 33rd St., contain 12 stores; Thomas Hicks & Sons, Contrs., 106 W. Madison St.

Miss., Philadelphia—O. A. Stewart received contract for \$14,000 brick building on Beacon St.

Mo., Joplin—H. R. Valfer & Co., 316 Joplin St., erecting \$10,000, 1-story, brick and concrete, 50x50 ft., storerooms and office building, 709-11 Wall St.; cement and tile floors, concrete foundation, asphalt roof; C. H. Sudholter & Co., Archts., 715 Joplin St.; owners build.*

Mo., St. Louis—J. M. Carpenter Realty Co., Wainwright Bldg., let contract to C. B. McCormack & Son, 806 Columbia Bldg., for altering 3-story stores at 2106-12 Olive St.; \$18,000.

N. C., Asheville—E. W. Grove let contract to J. M. Geary, Jackson Bldg., on cost plus, for \$1000,000 5-story 172x395 ft. Grove Arcade Building; part reinforced concrete steel frame, concrete floors and foundation, promenade tile roof; Charles N. Parker, Archt., 19 Electrical Bldg. (See Machinery Wanted—Tile; Steel Sash and Trim; Flooring; Roofing; Mail Chutes; Dumb Waiters; Marble; Terra Cotta Trim.)*

Tenn., Chattanooga—Stone Fort Land Co. let contract to George Becking & Son, James Bldg., for \$30,000, 3-story, brick and mill type, 30x150 ft. building at 1146 Market St.; to be occupied by William Fritts Drug Co.; Pringle & Smith, Archts., Atlanta Trust Co. Bldg., Atlanta.

S. C., Spartanburg—T. W. Hughston, Contr., enlarging and remodeling H. H. Her-ring furniture store on N. Church St.; \$65,000.

Tenn., Knoxville—Lynn Hayes, Deaderick Bldg., razing building at 315 Church St.; will be removed and extensively remodeled into 6-store and 18-office building.

Tex., Dallas—Mrs. Katherine T. Johnson and J. R. Ray, 627 N. Rosemont St., erecting building to house 8 stores at Millcrest and Asby Sts., University Park; terrazzo floors, brick walls trimmed with stone, tile roof; M. C. Kleuser, 4231 Gilbert St., Archt.; A. K. Garwick, 4414 Worth St. Contr.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Tex., Houston—A. B. C. Stores, Inc., 2802 Main St., let contract to Universal Construction Co., 1119 Capitol St., at \$37,500, for reinforced concrete, brick and hollow tile store building at N. Main and Hogan Sts.; James Ruskin Bailey, 1606 Main St., Archt.

Tex., Houston—Hemcke & Pilot, care of C. G. Pilot, 302 Milam St., let contract to J. B. Townsend, West Bldg., at \$83,950, for one and three-story, 168x209 ft., hollow tile and brick store building on Washington Ave.; R. D. Steele, Archt., First Natl. Bank Bldg.*

Tex., San Antonio—J. H. Kirkpatrick, 203 Alamo Plaza, let contract to W. C. Thraillkill, Builders Exchange Bldg., at about \$10,000, for remodeling 2-story, brick store buildings on Alamo Plaza; Adams & Adams, Archts., Builders Exchange Bldg.

Theaters

Fla., Fort Lauderdale—East Coast Amusement Co., Harry K. Smart, Pres., Old Pimlico Road, Baltimore, erecting \$12,500 concrete block and stucco, Spanish type, open-air theater in rear of lot at 404 Lasolas Blvd.; I. L. Campbell, Contr.; plans by Mr. Smart.

Miss., McComb—J. E. Alford, E. G. Williams and Elsie Sarphie let contract to B. V. Slader for 1-story and basement, 80x100 ft., brick and stucco theater building on State St., to seat 750; Laurel Brick Co., Laurel, will furnish brick.*

Tex., Dallas—Thomas and Yarbrough, 608 N. Akard St., have contract for \$50,000, 54x100-ft., English type motion picture theatre at S. E. Corner Second and Dallas Sts., for M. S. White, 1805 1-2 Commerce St.; Scott Dunne, Melba Bldg., Archt.,

Warehouses

Fla., Jackson—H. I. Snelson has permit for \$10,000 warehouse on Grape St. for W. H. Harvey.

Ky., Paducah—C. O. Brown let contract to J. W. Lockwood & Sons for 50x80-ft., fire proof, iron warehouse.

Mo., St. Louis—F. T. Thomsen, Melbourne Hotel, let contract to J. H. Kossman, 3884 Wyoming St. for \$10,000, 2-story, 59x122 ft., brick warehouse, 4513-15 De Tonty St.

Tex., Plainview—Temple Bros. erecting 72x110 ft., 3-story, brick and concrete building for Walker-Smith Wholesale Grocery Co., at Date and Sixth Sts.; composition roof; A. C. Bratton, Engr., Brownsville.

MACHINERY, PROPOSALS AND SUPPLIES WANTED

Belting.—Clinchdale Lumber Co., Rutledge, Tenn.—Wants prices on belting.

Boring Mill.—Guyan Machine Shops, Logan, W. Va.—Wants horizontal boring mill with table about 18x30 in.

Brickwork, etc.—District Commrs., Room 500, Dist. Bldg., Washington, D. C.—Receives bids Aug. 16 to furnish labor for brickwork, masonry work, structural and partition tile work, etc., at District Training School.

Bridge.—State of South Carolina—See Construction News—Bridges, Culverts, Viaducts.

Bridge.—Chester, S. C. See Construction News—Bridges, Culverts, Viaducts.

Bridge.—Spartanburg, S. C. See Construction News—Bridges, Culverts, Viaducts.

Bridge.—State of South Carolina. See Construction News—Roads, Streets, Paving.

Bridge.—Angleton, Tex., will build 11 bridges. See Construction News—Roads Streets, Paving.

Bridge.—Carrollton, Ky. See Construction News—Bridges, Culverts, Viaducts.

Bridge.—St. Louis, Mo., will build 3 bridges. See Construction News—Bridges, Culverts, Viaducts.

Building Materials.—J. V. & R. T. Burkes, Gen. Contrs., 1402 New Orleans Bank Bldg., New Orleans, La.—Want prices until Aug. 21 on all building materials, including alternates, in connection with their general contract bid on 8-story office building of New Orleans Public Service, Inc., bids for which will be opened Aug. 24.

Canning Factory Equipment.—T. C. Reis, Chrmn. Ind. Com., Demopolis, Ala.—Wants data and prices on canning-factory equipment; correspond with manufacturers or dealers.

Cars (Dump).—Lewter F. Hobbs, Inc., National Bank of Commerce Bldg., Norfolk, Va.—Wants 10 to 20 double side dump cars, 4-yd. capacity, 36-in. gauge; used equipment, guaranteed condition.

Cast Stone.—W. C. Stout, Contr., Rand Bldg., Memphis, Tenn.—Wants prices on cast stone for \$35,000 Sunday School building, Demopolis, Ala.

Cast Stone.—Alamo Community Church, Rev. Murray A. Travis, Pastor, Alamo, Tex.—Wants prices on cast stone for \$20,000 hollow tile and stucco church.

Cast Stone.—Thomas E. Crane, Clerk, Allendale Centralized High School, Allendale, S. C.—Wants prices on cast stone for \$100,000 school building.

Cast Stone.—School Board, Olmito Common School District No. 9, Olmito, Tex.—Wants prices on cast stone for \$35,000 school.

Cast Stone.—Andry & Feltel, N. O. Bank Bldg., New Orleans, La.—Want prices on cast stone for \$30,000 dwelling.

Cast Stone.—Homer Ventre, Contr., Opelousas, La.—Wants prices on cast stone for \$14,500 residence.

Cement.—Board of Awards, F. A. Dolfeld, City Register, Baltimore, Md.—Receives bids Aug. 18 to furnish and deliver cement; J. Reese Pitcher, City Purchasing Agent.

Church Furnishings, etc.—L. F. Hicks, Martin, Tenn.—Wants prices on furnishings for first floor of \$35,000 church.

Church Furnishings, etc.—Rev. Murray A. Travis, Pastor, Alamo Community Church, Alamo, Tex.—Wants prices on equipment, etc., \$5000, for church.

Concrete.—C. L. Gillespie, Supvg. Engr., 1219 Post-Dispatch Bldg., Houston, Tex.—Wants prices on concrete for plant of the Carnegie Steel Co., Houston.

Cotton Tape.—U. S. Veterans' Bureau, Supply Division, Washington, D. C.—Re-

ceives bids Aug. 16 for 8000 yds. of 1½-in. and 3000 yds. of 1-in. cotton tape, white, 10 or 12 yd. rolls.

Cresol Disinfectant.—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids Aug. 16 to furnish 2000 gal. cresol disinfectant; delivery Hampton Roads, Va. Sch. No. 82-1927.

Curb and Gutter.—Nashville, Tenn. See Construction News—Roads, Streets, Paving.

Dragline.—C. W. Homeyer, Jr., Engr., Robstown, Tex.—Receives bids Sept. 2 on ¾-yd. dragline, 38-ft. boom, gasoline power.

Drill (Radial).—L. J. Breed Equipment Co., 811 James Bldg., Chattanooga, Tenn.—Wants one 3-ft. radial drill, any standard make, first-class used equipment; give complete data and specifications.

Drill Press.—Ledbetter Motor Co., 390 Southside Ave., Asheville, N. C.—Wants new or secondhand drill press, either Barnes or Canada with back gear and power feed, or any other standard make.

Dumb Waiters.—P. F. Gross, Contr., Box 276, Cushing, Okla.—Wants prices on dumb waiters for \$60,000 church.

Dumb Waiters.—W. C. Stout, Contr., Rand Bldg., Memphis, Tenn.—Wants prices on dumb waiters for \$35,000 Sunday school building, Demopolis, Ala.

Dumb Waiters.—J. M. Geary, Contr., Jackson Bldg., Asheville, N. C.—Wants prices on dumb waiters for \$1,000,000 Grove Arcade Building.

Dumb Waiters.—Hotel Frederick, Huntington, W. Va.—Wants prices on dumb waiters for extensive remodeling.

Dumb Waiters.—D. R. Pevoto, 111 E. Harris St., San Angelo, Tex.—Wants prices on dumb waiters for \$80,000 hospital.

Electric Lights.—See Gas and Electric Lights.

Electric Fans.—U. S. Veterans' Bureau, Supply Division, Washington, D. C.—Receives bids Aug. 16 for 12 electric ceiling fans, 56-in., four blades, 110-112 volt, 60 cycle, single phase, Westinghouse No. 593177 or equal.

Electric Refrigerators.—Fred F. LaRoche & Co., Contrs., 120 Bay St., St. Augustine, Fla.—Want prices on electric refrigerators for \$100,000 Vilano Beach casino.

Electric Refrigerators.—Geo. Louis Walling, 607 Scarborough Bldg., Austin, Tex.—Wants prices on electric refrigerators for dwelling.

Electric Refrigerators.—Battle House, Taylor Peck, Gen. Mgr., Mobile, Ala.—Wants prices on electric refrigerators.

Electric Refrigerators.—Hotel Frederick, Huntington, W. Va.—Wants prices on electric refrigerators for extensive remodeling.

Electric Refrigerators.—D. R. Pevoto, 111 E. Harris St., San Angelo, Tex.—Wants prices on electric refrigerators for \$80,000 hospital.

Flooring.—A. R. Birchard, Mayor, Kelsey City, Fla.—Wants prices on concrete and rubber tile flooring for 3-story municipal community hall.

Flooring.—P. F. Gross, Contr., Box 276, Cushing, Okla.—Wants prices on 15,000 ft. oak and 6000 ft. mastic composition flooring for \$60,000 church.

Flooring.—Fred F. LaRoche & Co., Contrs., 120 Bay St., St. Augustine, Fla.—Want prices on hardwood and linoleum flooring for \$100,000 Vilano Beach casino.

Flooring.—A. M. Atkinson, Archt., 218 Mid-Continent Bldg., Tulsa, Okla.—Wants prices on tile and rubber tile flooring for \$150,000 store building.

Flooring.—D. R. Pevoto, 111 E. Harris St.,

San Angelo, Tex.—Wants prices on tile, terrazzo, rubber tile and composition flooring for \$80,000 hospital.

Flooring.—W. C. Stout, Contr., Rand Bldg., Memphis, Tenn.—Wants prices on tile, hardwood and composition flooring for \$35,000 Sunday school building, Demopolis, Ala.

Flooring.—Homer Ventre, Contr., Opelousas, La.—Wants prices on tile and hardwood flooring for \$14,500 residence.

Flooring (Hardwood).—A. A. Nelson, Chrmn. Board of Trustees, Nacogdoches Independent School Dist., Nacogdoches, Tex.—Wants prices on hardwood flooring for \$35,000 auditorium-gymnasium.

Flooring.—J. M. Geary, Contr., Jackson Bldg., Asheville, N. C.—Wants prices on tile, terrazzo, hardwood and composition flooring for \$1,000,000 Grove Arcade Building.

Flooring.—Hotel Frederick, Huntington, W. Va.—Wants prices on terrazzo, hardwood and rubber tile flooring for extensive remodeling.

Flooring.—School oBard, Olmito Common School District No. 9, Olmito, Tex.—Wants prices on tile, terrazzo, hardwood, rubber tile and composition flooring for \$35,000 school.

Flooring (Hardwood).—Alamo Community Church, Rev. Murray A. Travis, Pastor, Alamo, Tex.—Wants prices on hardwood flooring for \$20,000 church.

Flooring.—Andry & Feltel, N. O. Bank Bldg., New Orleans, La.—Want prices on tile, hardwood and linoleum flooring for \$30,000 dwelling.

Flooring.—Paul W. Hofferbert, Seminary St., Florence, Ala.—Wants price son tile and hardwood flooring.

Flooring.—Geo. Louis Walling, 607 Scarborough Bldg., Austin, Tex.—Wants prices on tile, hardwood and composition flooring for dwelling.

Roofing (Composition).—E. V. Kerns, Huntersville, N. C.—Wants prices on composition roofing for 2-story brick store building.

Flooring (Hardwood).—E. V. Kerns, Huntersville, N. C.—Wants prices on hardwood flooring for 2-story brick store building.

Flooring Tile.—Nicholas Mitchell, Archt., 308 Cass St., Tampa, Fla.—Wants prices on flooring tile for \$50,000 club building.

Footways.—Baltimore, Md. See Construction News—Roads, Streets, Paving.

Furniture.—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids Aug. 26 to furnish and deliver furniture. Sch. No. 78-1927.

Gas and Electric Lights.—Board of Public Works, St. Louis, Mo.—Receives bids Aug. 31 for furnishing, installing and maintaining gas lamp posts and furnishing gas and for installing and maintaining electric arc and incandescent lights on certain streets for one year, beginning Sept. 1.

Generator Set.—Denmark Wood Products Co., Denmark, S. C.—Wants prices on 100 to 125 kw. generator, with exciter and engine.

Generator Set.—Charlotte Electric Repair Co., Charlotte, N. C.—Wants 100 to 150 kv-a., 550 volt, 3 phase, 60 cycle, 514 r. p. m. or slower speed A. C. generator with switch-board and exciter.

Gravel.—State of Louisiana. See Construction News—Roads, Streets, Paving.

Gravel.—State of Louisiana. See Construction News—Roads, Streets, Paving.

Heating and Ventilating Equipment.—City of Charlotte, N. C.—Receives bids Aug. 19 for new steam heating and ventilating equipments for two school buildings; the Alexander Graham Junior High and the Third Ward School; Wiley & Wilson, Conslt.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Engrs., Lynchburg, Va.; H. P. Harding, Supt. of Schools.

Heating Plant.—Board of Awards, F. A. Dolfield, City Register, Baltimore, Md.—Receives bids Aug. 18 to remodel heating plant at the Baltimore Polytechnic Institute, North Ave. and Calvert St.; also to remodel steam heating system at No. 215 School, Pratt and Clinton St.; C. H. Osborne, Chief Bureau of Bldgs.

Hoists.—Guyan Machine Shops, Logan, W. Va.—Wants 2 to 3 ton hoists for I beams, 220 volts, A. C.

Hollow Tile.—A. R. Birchard, Mayor, Kelsey City, Fla.—Wants prices on hollow tile for 3-story municipal public hall.

Incinerators.—A. R. Birchard, Mayor, Kelsey City, Fla.—Wants prices on incinerators for 3-story municipal public hall.

Incinerators.—A. M. Atkinson, Archt., 218 Mid-Continent Bldg., Tulsa, Okla.—Wants prices on incinerators for \$150,000 store building.

Incinerators.—Andry & Feitel, N. O. Bank Bldg., New Orleans, La.—Want prices on incinerators for \$30,000 dwelling.

Incinerators.—Geo. Louis Walling, 607 Scarbrough Bldg., Austin, Tex.—Wants prices on incinerators for dwelling.

Incinerators.—D. R. Pevoto, 111 E. Harris St., San Angelo, Tex.—Wants prices on incinerators for \$80,000 hospital.

Jetty.—U. S. Engineer Office, Galveston, Tex.—Receives bids Oct. 1 for building up and extending west jetty at Sabine Pass, Texas.

Jointer.—P. F. Gross, Contr., Box 276, Cushing, Okla.—Wants prices on motor-driven jointer.

Kitchen Utensils.—U. S. Veterans' Bureau, Supply Division, Washington, D. C.—Receives bids Aug. 16 for 3000 individual coffee pots, vitrified earthenware.

Laundry Machinery.—G. A. London, Sec., Waldon County Chamber of Commerce, De Funak Springs, Fla.—Wants data and prices on laundry machinery; correspond with manufacturers.

Limestone.—Paul W. Hofferbert, Seminary Ave., Florence, Ala.—Wants prices on limestone.

Locomotives (Gasoline).—Lewter F. Hubbs, Inc., National Bank of Commerce Bldg., Norfolk, Va.—Wants two gasoline locomotives, 6 to 10 tons, 36-in. gauge; used equipment in guaranteed condition.

Mall Chutes.—J. M. Geary, Contr., Jackson Bldg., Asheville, N. C.—Wants prices on mall chutes for \$1,000,000 Grove Arcade Building.

Marble.—J. M. Geary, Contr., Jackson Bldg., Asheville, N. C.—Wants prices on marble for \$1,000,000 Grove Arcade Building.

Marble.—Geo. Louis Walling, 607 Scarbrough Bldg., Austin, Tex.—Wants prices on marble for dwelling.

Marble.—Hotel Frederick, Huntington, W. Va.—Wants prices on marble for extensive remodeling.

Marble.—A. M. Atkinson, Archt., 218 Mid-Continent Bldg., Tulsa, Okla.—Wants prices on marble for \$150,000 store building.

Metal Ceilings.—Nicholas Mitchell, Archt., 308 Cass St., Tampa, Fla.—Wants prices on metal ceilings for \$50,000 club building.

Metal Ceilings.—E. V. Kerns, Huntersville, N. C.—Wants prices on metal ceilings for 2-story brick store building.

Metal Ceilings.—School Board, Olmito Common School District No. 9, Olmito, Tex.—Wants prices on metal ceilings for \$35,000 school.

Metal Doors.—A. R. Birchard, Mayor, Kelsey City, Fla.—Wants prices on metal doors for 3-story municipal public hall.

Metal Doors.—Nicholas Mitchell, Archt., 308 Cass St., Tampa, Fla.—Wants prices on metal doors for \$50,000 club building.

Metal Doors.—C. L. Gillespie, Supvg. Engineer, 1219 Post-Dispatch Bldg., Houston, Tex.—Wants prices on metal doors for Carnegie Steel Co. plant, Houston.

Metal Doors, Sash and Trim.—A. M. Atkinson, Archt., 218 Mid-Continent Bldg., Tulsa, Okla.—Wants prices on metal doors, sash and trim for \$150,000 store building.

Metal Toys.—Jas. Smithwick, Box 41, Asheville, N. C.—Wants to contract for manufacture of patented toys; correspond with manufacturers of light stamped or light metal toys.

Miscellaneous Supplies.—Panama Canal, A. L. Flint, General Purchasing Officer, Washington, D. C.—Receives bids Aug. 20 to furnish steel, refrigerating apparatus,

oil testing outfit, semaphore signals, wire rope, cable, wire, fiber conduit, steel conduit, motors, electrical supplies, locks, brushes, bibb cocks, glass, horsehide gloves, tires, packing, asbestos gaskets, oakum, etc. Blank forms and information (Circular 1749) on application to offices of Panama Canal; Asst. Purchasing Agents at 24 State St., New York; 611 Gravier St., New Orleans, La.; Fort Mason, San Francisco, Cal.; also from U. S. Engineer offices throughout country.

Motors.—Wilson-Hock Co., City Point, Va.—Wants one 125 h. p. and one 75 h. p., 3 phase, 60 cycle, 2200 volt, 600 or 720 r. p. m. slip ring type motors, without pulley but with base and full starting equipment; also 15 or 20 h. p., 3 phase, 60 cycle, 220 volt motor, 1200 r. p. m. squirrel cage type with starting equipment.

Motors.—Guyan Machine Shops, Logan, W. Va.—Wants A. C. and D. C. motors, 5 to 20 h. p.

Motors, Chain Drives and Sprockets.—Board of Awards, F. A. Dolfield, City Register, Baltimore, Md.—Receives bids Aug. 18 to furnish and deliver motors, chain drives and sprockets; V. Bernard Siems, Water Engr.

Motor Trucks.—Board of Awards, F. A. Dolfield, City Register, Baltimore, Md.—Receives bids Aug. 18 to furnish three 1-ton motor trucks.

Opera Chairs.—Thos. E. Crane, Clk., Allendale Centralized High School, Allendale, S. C.—Wants to purchase 1000 used opera chairs.

Painting, etc.—Supt. of Lighthouses, Fifth Dist., Baltimore, Md.—Receives bids Aug. 20 for docking, cleaning, painting, etc., U. S. S. Speedwell.

Paving.—Lake Charles, La. See Construction News—Roads, Streets, Paving.

Paving.—Clinton, Ky. See Construction News—Roads, Streets, Paving.

Paving.—Petersburg, Va. See Construction News—Roads, Streets, Paving.

Paving.—Conway, Ark. See Construction News—Roads, Streets, Paving.

Paving.—Etowah, Tenn. See Construction News—Roads, Streets, Paving.

Paving.—Nashville, Tenn. See Construction News—Roads, Streets, Paving.

Pipe (Black).—Clinechdale Lumber Co., Rutledge, Tenn.—Wants prices on black pipe.

Pipe (Vitrified).—See Sewers.

Pipe (Concrete).—See Sewers.

Pipe (Vitrified).—See Sewers.

Pipe (Cast Iron).—See Water Works.

Pipe (Reinforced Concrete).—See Sewers.

Pipes (Cast Iron).—See Sewers.

Pipettes.—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids Aug. 17 for 100 pipettes, Oswald-Folin, to deliver 3 ml., and 50 pipettes, Oswald-Folin, to deliver 5 ml.

Piping.—Building Committee of the State Hospital, Dr. Albert Anderson, Supt., Raleigh, N. C.—Receives bids August 20 for piping work for two 350 h. p. cross-drum water tube boilers; Wiley & Wilson, Consit. Engrs., Lynchburg, Va.

Plaster Board.—J. H. Proffitt, Clerk, Board of Education, School District No. 18, Sebastian, Texas.—Wants prices on plaster board for \$28,000 school.

Plaster Board.—Hotel Frederick, Huntington, W. Va.—Wants prices on plaster board for extensive remodeling.

Plaster Board.—School Board, Olmito School Dist. No. 9, Olmito, Tex.—Wants prices on plaster board for \$35,000 school.

Plaster Board.—Alamo Community Church, Rev. Murray A. Travis, Pastor, Alamo, Tex.—Wants prices on plaster board for \$20,000 church.

Plaster Board.—W. C. Stout, Contr., Rand Bldg., Memphis, Tenn.—Wants prices on plaster board for \$35,000 Sunday School building, Demopolis, Ala.

Punch and Shear.—Guyan Machine Shops, Logan, W. Va.—Wants punch and shear for ½-in. plate.

Road.—Jasper, Fla. See Construction News—Roads, Streets, Paving.

Road.—State of Kentucky will improve 19 roads. See Construction News—Roads, Streets, Paving.

Road.—Butler, Ala. See Construction News—Roads, Streets, Paving.

Road.—State of South Carolina. See Construction News—Roads, Streets, Paving.

Road.—State of Louisiana will build 3

roads. See Construction News—Roads, Streets, Paving.

Road.—Angleton, Tex. See Construction News—Roads, Streets, Paving.

Road.—State of Louisiana will build 6 roads. See Construction News—Roads, Streets, Paving.

Roofing Tile.—Homer Ventre, Contr., Opelousas, La.—Wants prices on roofing tile for \$14,800 residence.

Roofing (Composition).—A. M. Atkinson, Archt., 218 Mid-Continent Bldg., Tulsa, Okla.—Wants prices on composition roofing for \$150,000 store building.

Roofing (Composition).—W. C. Stout, Contractor, Rand Bldg., Memphis, Tenn.—Wants prices on composition roofing for \$35,000 Sunday School building, Demopolis, Ala.

Roofing (Composition).—J. H. Proffitt, Clk. of Board of Education, School District No. 18, Sebastian, Texas.—Wants prices on composition roofing for \$28,000 school.

Rolling Partitions.—W. C. Stout, Contr., Rand Bldg., Memphis, Tenn.—Wants prices on rolling partitions for \$35,000 Sunday School building, Demopolis, Ala.

Rolling Partitions.—School Board, Olmito Common School District No. 9, Olmito, Tex.—Wants prices on rolling partitions for \$35,000 school.

Rolling Partitions.—A. R. Birchard, Mayor, Kelsey City, Fla.—Wants prices on rolling partitions for 3-story municipal public hall.

Rolling Partitions.—Alamo Community Church, Rev. Murray A. Travis, Pastor, Alamo, Tex.—Wants prices on rolling partitions for \$20,000 church.

Roofing.—School Board, Olmito Common School District No. 9, Olmito, Tex.—Wants prices on composition and tile roofing for \$35,000 school.

Roofing.—J. M. Geary, Contr., Jackson Bldg., Asheville, N. C.—Wants prices on composition and tile roofing for \$1,000,000 Grove Arcade Building.

Roofing (Composition).—Alamo Community Church, Rev. Murray A. Travis, Pastor, Alamo, Tex.—Wants prices on composition roofing for \$20,000 church.

Roofing (Composition).—Andry & Feitel, N. O. Bank Bldg., New Orleans, La.—Wants prices on composition roofing for \$30,000 dwelling.

Roofing (Composition).—Paul W. Hofferbert, Seminary St., Florence, Ala.—Wants prices on composition roofing.

Roofing Tile.—Alamo Community Church, Rev. Murray A. Travis, Pastor, Alamo, Tex.—Wants prices on roofing tile for \$20,000 church.

Roofing Tile.—Andry & Feitel, N. O. Bank Bldg., New Orleans, La.—Wants prices on roofing tile for \$30,000 dwelling.

Roofing Tile.—Fred F. LaRoche & Co., 120 Bay St., St. Augustine, Fla.—Wants prices on roofing tile for \$100,000 Vilano Beach casino.

Sanding Machine.—Ledbetter Motor Co., 390 Southside Ave., Asheville, N. C.—Wants sanding machine for redressing and smoothing surface of automobile bodies.

Saw (Band).—G. W. Bolinger, Mooresburg, Tenn.—Wants catalogs and prices on small shop band saw.

Saw (Circular).—Guyan Machine Shops, Logan, W. Va.—Wants circular milling saw, capacity 9 in. round.

Saws.—P. F. Gross, Contr., Box 276, Cushing, Okla.—Wants prices on saw rig, cross-cut and rip saw.

Saw Stretcher, etc.—Taylor-Parker Co., Water and Commercial Place, Norfolk, Va.—Wants good used saw stretcher with re-tooth for 12-in. RH saws.

Septic Tanks.—See Sewers.

Sewers.—Council of Jenkintown, Pa., A. C. J. Schabacker, Sec., Borough Hall—Receives bids Aug. 30 for constructing sanitary and storm-water sewers: 30,000 ft. of 8-in., 3000 ft. of 10-in. and 1500 ft. of vitrified pipe sanitary sewers; 4000 ft. of 33-in., 450 ft. of 30-in., 650 ft. of 27-in., 550 ft. of 18-in., 400 ft. of 15-in., 400 ft. of 12-in. vitrified pipe storm sewers; 140 manholes and miscellaneous appurtenances; Albright & Mebus, Civil Engrs., 1502 Locust St., Phila., Pa.

Sewers.—City of Miami, Fla., H. E. Ross, Clk.—Receives bids Aug. 23 for sanitary sewers in Improvement Districts Nos. 200, 206, 207 and 209, and for construction of laterals in District SaL18: 448 ft. of 8-in., 858 ft. of 8-in., 131 ft. of 8-in., 10 ft. of 10-in., 448 ft. of 10-in. vitrified sewer; 62 ft. of 10-in. and 10 ft. of 10-in. cast iron sewer; vitrified laterals, cast iron laterals; manholes and

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

TRADE

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MARK

Registered U. S. Pat. Office

30 Years=Confidence

Water works men use LEADITE because they have known it for years.

They know it has been successfully tested and used for over 30 years on thousands of miles of c. i. bell and spigot water mains.

This gives them confidence in LEADITE as a jointing material.

The proven durability of LEADITE is important to them, as their pipe lines are laid underground and are, in most cases, permanent installations.

LEADITE is a great asset to the water works field in pipe line construction, and this fact is recognized by the best water works talent in the country.

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LEADITE is used on all sizes of pipe from 4 in. to 60 in. in diameter; used under all pressures; takes the drudgery out of pipe laying; saves time, money and labor; expedites completion of the work; used by hundreds of water works all over the country.

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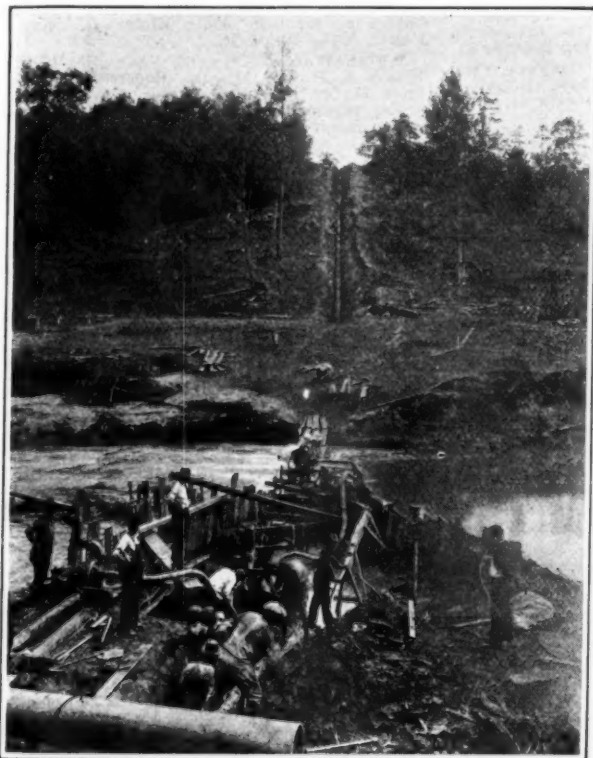
The up-to-date water works man specifies and uses LEADITE.

LEADITE saves at least 75%

LEADITE is the pioneer self-caulking material for c. i. pipe

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THE LEADITE COMPANY, Inc.
1512 Land Title Building, Philadelphia, Pa., U. S. A.



Laying 14 miles of 18-in. c. i. bell and spigot water mains with LEADITE joints.

NO CAULKING

replacing 6 sq. yds. sidewalks; Ernest Cotton, Director of Public Service.

Sewers.—City of Titusville, Fla., W. J. Darden, Chrmn., City Council—Receives bids Aug. 30 for sanitary and storm sewers: 1346 ft. of 48-in. concrete pipe sewer, 15,979 ft. of 10-in. to 30-in. vitrified pipe or concrete pipe sewer, 131 curb inlets, 78 manholes, 73 M. B. M. timber foundations, 38 M. B. M. sheeting left in trench, 44,998 ft. of 8 to 18 in. vitrified clay pipe or concrete pipe sewer, 32,125 ft. 6-in. vitrified clay pipe or concrete pipe house connections, 173 manholes, 10 automatic flush tanks, 6 septic tanks; Henry B. Smith, City Engr.

Sewers.—City Comm., Jacksonville, Fla., Frank H. Owen, Chmn.—Receives bids August 25 for sanitary sewers: 7620 ft. of 30 in. reinforced concrete pipe, 4600 ft. of 24 in. reinforced concrete pipe; 2844 ft. of Class A cast iron pipe, 2000 8x5 in. Y's; for sanitary and storm sewers, 23rd St. outfall; 5620 ft. of 30 in. reinforced concrete sanitary sewer; 4080 ft. of 24 in. reinforced concrete sanitary sewer; 360 ft. sanitary sewer manholes; Willow Branch outfall; 2000 ft. of 30 in. reinforced concrete sanitary sewers, 520 ft. of 24 in. reinforced concrete sanitary sewer; 5000 ft. of 24 in. Class A cast iron sewer; 250 ft. sanitary sewer manholes; Olga Place; 500 ft. 10 in. sanitary sewer; 2 standard sewer manholes.

Sewers.—City of Bunkie, La., E. H. Tallaferrero, Mayor—Receives bids Sept. 7 for furnishing materials, machinery and equipment and constructing sanitary sewer system. District No. 1: 54,000 ft. of 8-in., 3100 ft. of 10-in., 5100 ft. of 12-in. and 1800 ft. of 18-in. sewers; 52 lampholes, 87 manholes, 38 drop manholes, 6 flush tanks, 13,000 ft. of 10-in. pressure ductile line concrete sewerage lift station; two 500 g. p. m. sewer pumps; Henry A. Mentz, Consit. Engr., Hammond.

Sewers.—City of Versailles, Mo., Dr. Wm. Well, Mayor—Receives bids Aug. 14 for sanitary sewer in Districts No. 3 and 4; Benham Engineering Co., Consit. Engrs., Kansas City.

Shaper.—L. B. Breed Equipment Co., 811 James Bldg., Chattanooga, Tenn.—Wants one 24-in. shaper, any standard make, first-class used equipment; give complete data and specifications.

Sidewalks.—Fayetteville, N. C. See Construction News—Roads, Streets, Paving.

Smokers' Kit for Automobiles.—T. T. Bookman, Bianey, S. C.—Wants smokers' kit made of metal manufactured for automobiles; correspond with manufacturers of light metal stamped goods.

Spring Wire.—H. Al. Paul, 115 Hyde Park Ave., Tampa, Fla.—Wants hardened spring wire in 1000 to 5000 lb. lots; used for making coiled springs, size of wire either No. 10 or No. 12; correspond with manufacturers.

Sprinkler System.—Hotel Frederick, Huntington, W. Va.—Wants prices on sprinkler system for extensive remodeling.

Steel-Drawn Tubing.—The D. H. Gowing Veneer Co., Box 771, Portsmouth, Va.—Wants steel-drawn tubing, exact amount not known, but probably several thousand pieces; the thickness now needed is No. 17 or No. 18 gauge, approximately rectangular in section; in lengths of 36 in., the size preferred is in sections 1 in. by 3/4 in.; next desirable size 1x1 in.; in lengths of 38 in., size preferred is 3/4x1 in., next desirable sizes are 3/4x1 1/4 in. or 3/4x1 1/2 in.; these pieces will be assembled into racks or trays and will furnish sketches and details of assembly to any firm equipped to build these racks.

Steel Sash and Trim.—C. L. Gillespie, Supvg. Engr., 1219 Dispatch Bldg., Houston, Tex.—Wants prices on steel sash and trim for plant of the Carnegie Steel Co., Houston.

Steel Sash and Trim.—Alamo Community Church, Murray A. Travis, Pastor, Alamo, Tex.—Wants prices on steel sash and trim for \$20,000 church.

Steel Sash and Trim.—Paul W. Hofferbert, Seminary St., Florence, Ala.—Wants prices on steel sash and trim.

Steel Sash and Trim.—Geo. Louis Walling, 607 Scarbrough Bldg., Austin, Tex.—Wants prices on steel sash and trim for dwelling.

Steel Sash and Trim.—J. M. Geary, Contr., Jackson Bldg., Asheville, N. C.—Wants prices on steel sash and trim for \$1,000,000 Grove Arcade Building.

Steel Sash and Trim.—Hotel Frederick, Huntington, W. Va.—Wants prices on steel sash and trim for extensive remodeling.

Steel Sash and Trim.—E. V. Kerns, Huntersville, N. C.—Wants prices on steel sash and trim for 2-story brick store building.

Steel Sash and Trim.—School Board, Olmito Common School District No. 9, Olmito,

Tex.—Wants prices on steel sash and trim for \$35,000 school.

Steel Sash and Trim.—W. C. Stout, Contr., Rand Bldg., Memphis, Tenn.—Wants prices on steel sash and trim for \$35,000 Sunday School building, Demopolis, Ala.

Stoves (Oil) and Ovens.—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids August 19 to furnish 6 oil stoves and 6 ovens; delivery Quantico, Va. Sch. No. 85-1927.

Street.—Baltimore, Md. See Construction News—Roads, Streets, Paving.

Street.—Hyattsville, Md. See Construction News—Roads, Streets, Paving.

Sprinkler System.—A. M. Atkinson, Archt., 218 Mid-Continent Bldg., Tulsa, Okla.—Wants prices on sprinkler system for \$150,000 store building.

Street.—Cape Girardeau, Mo. See Construction News—Roads, Streets, Paving.

Street.—Titusville, Fla. See Construction News—Roads, Streets, Paving.

Stone Handling Machinery.—Jno. W. Feldman, Hagerstown, Md.—Wants second-hand machinery to develop greenstone deposit, used in manufacture of roofing materials.

Tank and Tower.—See Water Works.

Tents.—Dr. A. S. Ross, Espritu Santo Springs, Inc., Safety Harbor, Fla.—Receiving bids on 100 most up-to-date take-down roomy tent cottages for camping colony.

Terra Cotta Trim.—Thomas E. Crane, Clk., Allendale Centralized High School, Allendale, S. C.—Wants prices on terra cotta trim for \$100,000 school building.

Terra Cotta Trim.—J. M. Geary, Contr., Jackson Bldg., Asheville, N. C.—Wants prices on terra cotta trim for \$1,000,000 school building.

Terra Cotta Trim.—A. M. Atkinson, 218 Mid-Continent Bldg., Tulsa, Okla.—Wants prices on terra cotta trim for \$150,000 store building.

Terra Cotta Trim.—W. C. Stout, Contr., Rand Bldg., Memphis, Tenn.—Wants prices on terra cotta trim for \$35,000 Sunday School building, Demopolis, Ala.

Tile.—Alamo Community Church, Rev. Murray A. Travis, Pastor, Alamo, Tex.—Wants prices on hollow tile for \$20,000 hollow tile and stucco church.

Tile.—Andry & Feitel, N. O. Bank Bldg., New Orleans, La.—Wants prices on hollow and interior tile for \$30,000 dwelling.

Tile.—Paul W. Hofferbert, Seminary St., Florence, Ala.—Wants prices on hollow and interior tile.

Tile.—J. M. Geary, Contr., Jackson Bldg., Asheville, N. C.—Wants prices on hollow, interior, flooring and roofing tile for \$1,000,000 Grove Arcade Building.

Tile.—School Board, Olmito Common School District No. 9, Olmito, Tex.—Wants prices on hollow, interior, flooring, roofing and rubber tile for \$35,000 school.

Tile.—Geo. Louis Walling, 607 Scarbrough Bldg., Austin, Tex.—Wants prices on interior tile for dwelling.

Tile.—D. R. Pevoto, 111 E. Harris St., San Angelo, Texas.—Wants prices on hollow and flooring tile for \$80,000 hospital.

Tile.—J. H. Profit, Clerk, Board of Education, School District No. 13, Sebastian, Texas.—Wants prices on hollow and interior tile for \$28,000 school.

Tile.—W. C. Stout, Contr., Rand Bldg., Memphis, Tenn.—Wants prices on interior and flooring tile for \$35,000 Sunday School building, Demopolis, Ala.

Tile.—A. M. Atkinson, Archt., 218 Mid-Continent Bldg., Tulsa, Okla.—Wants prices on hollow, interior, rubber and flooring tile for \$150,000 store building.

Vaults.—A. R. Birchard, Mayor, Kelsey City, Fla.—Wants prices on vaults for 3-story municipal community hall.

Vaults.—C. L. Gillespie, Supvg. Engr., 1219 Post-Dispatch Bldg., Houston, Tex.—Wants prices on vaults for plant of the Carnegie Steel Co., Houston.

Vault Lights.—C. L. Gillespie, Supvg. Engineer, 1219 Post-Dispatch Bldg., Houston, Tex.—Wants prices on vault lights for plant of the Carnegie Steel Co., Houston.

Vault Lights.—Thomas E. Crane, Clerk, Allendale Centralized High School, Allendale, S. C.—Wants prices on vault lights for \$100,000 school building.

Vault Lights.—Hotel Frederick, Huntington, W. Va.—Wants prices on vault lights for extensive remodeling.

Vault Lights.—A. M. Atkinson, Archt., 218 Mid-Continent Bldg., Tulsa, Okla.—Wants prices on vault lights for \$150,000 store building.

Ventilators.—L. F. Hicks, Martin, Tenn.—Wants prices on ventilators for \$35,000 church.

Ventilators.—A. R. Birchard, Mayor, Kelsey City, Fla.—Wants prices on ventilators for 3-story municipal community hall.

Ventilators.—C. M. Dobbins, Contr., Yadinville, N. C.—Wants prices on ventilators for \$30,000 school.

Ventilators.—C. L. Gillespie, Supvg. Engr., 1219 Post-Dispatch Bldg., Houston, Tex.—Wants prices on ventilators for plant of the Carnegie Steel Co., Houston.

Water Mains.—Bd. of Awards, Baltimore, Md.—Receives bids Aug. 18 for excavating trenches and laying water mains in Mt. Royal Terrace; V. Bernard Siemens, Water Engr.

Water Works.—City of Lake Charles, La.—Receives bids Sept. 1 for furnishing materials and constructing water-works improvements, including one 50,000-gal elevated steel tank with 100-ft. stand and concrete footing; furnishing complete and installing 750 gal. per minute fire pump, to be both electric motor and gasoline driven; 500 gal. per minute electric-driven service pump; 800 ft. of 8-in. cast iron water-works pipe with four 2-stream fire hydrants; 2400 ft. of 1-in. and 1400 ft. 2 1/2-in. fire hose; for placing 800 ft. of 8-in. water-works pipe and piping connections at pumps and tanks; digging one 8-in. artesian well; Elmer E. Shutts, Engr., 921 1/2 Ryan St.

Water Works.—City of Nashville, Tenn., Hilary E. Howse, Mayor.—Receives bids August 17 for installing water service pipes, sewer pipes and 1128 ft. of 6 in. cast iron water pipes and fittings.

Water Works Material, etc.—City, L. G. Yankey, Sec., Board of Purchase, Savannah, Ga.—Receives bids Aug. 13 to furnish Water Dept. with the following: 5600 ft. of 16-in., 150 ft. of 24-in., 700 ft. of 12-in., 2000 ft. of 8-in., 1500 ft. of 16-in., 4000 ft. of 6-in. Class B-Bell and spigot cast-iron pipe; 50 fire hydrants; 20 tons virgin lead; 5 bales oakum, three 16-in. valves, one 12-in. valve, two 10-in. valves, twelve 8-in. valves; tees, crosses, bends, swing check valve, plugs, reducer, bell and spigot, spigot to be 36-in. and bell 24-in.; eight reducers, 8x6 in.; materials to be delivered f. o. b. Savannah, between Sept. 15 and Oct. 1.

Wharf Repairing.—Walter H. Blair, Commissioner of Public Safety, Wilmington, N. C.—Receives bids Aug. 18 for repairing of wharf and construction of slip for fire boat.

Wharf Repairs.—U. S. Quarantine Station, Charleston, S. C., office of Custodian—Receives bids Aug. 25 for repairs to wharf, in accordance with drawing No. R-706.

Window Shades.—U. S. Veterans Bureau, Room 701 Arlington Bldg., Washington, D. C.—Receives bids Aug. 31 to furnish and install window shades at Battle Mountain Sanatorium, Hot Springs, S. D.

Wire Glass.—A. M. Atkinson, Archt., 218 Mid-Continent Bldg., Tulsa, Okla.—Wants prices on wire glass for \$150,000 store building.

Wire Glass.—C. L. Gillespie, Supvg. Engr., 1219 Post-Dispatch Bldg., Houston, Tex.—Wants prices on wire glass for plant of the Carnegie Steel Co., Houston.

York Ice and Refrigerating Sales.

The York Manufacturing Company of York, Pa., reports that from May 29 to June 30 they made 289 sales and installations of ice-making and refrigerating machinery throughout the country, 65 of them being in the South at different places, as follows: Anniston and Montgomery, Ala.; Batesville, El Dorado, Mansfield and Springdale, Ark.; Washington, D. C.; Auburndale, Dover, East Fort Myers, Lake Wales, Orlando, Sanford and Tampa, Fla.; Atlanta, Augusta, Gainesville, Midville, Rome and Savannah, Ga.; Burkesville, Falmouth and Louisville, Ky.; Batchelor and Whitecastle, La.; Baltimore, Cambridge, Chesapeake Beach, Havre de Grace and Sykesville, Md.; Avery, Bassfield, Forest, Lucedale, Mount Olive, Plave, Prentiss and Sumrall, Miss.; Kansas City, Mo.; Canton and Gastonia, N. C.; Lawton, Okla.; Columbia and Walhalla, S. C.; Abilene, Alice, Dallas, Decatur, Eagle Lake, El Paso, Gainesville, Gonzales, La Porte, Marfa, San Antonio, San Angelo, Wolfe City and Yorktown, Tex.; Culpeper, Va., and South Charleston, W. Va. At several places more than one sale was made.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

A Great Printing Institution

[From Augusta (Ga.) Chronicle.]

The business world of the South particularly will be interested in the announcement that the MANUFACTURERS RECORD, which has been published on a contract basis, will hereafter be published in its own plant. The MANUFACTURERS RECORD and some of its officials have purchased the printing concern that has been turning out that great publication for the past 40 years, and in the announcement of the acquisition of the printing concern the MANUFACTURERS RECORD says:

Fleet-McGinley, Inc., which for more than forty years has printed the MANUFACTURERS RECORD, has recently been purchased by the MANUFACTURERS RECORD and some of its officials. That printing house, long established at 32 South street, Baltimore, has now leased considerably over a half acre of space on one floor of the Candler Building, and is preparing to remove its entire plant to the new location.

In addition to printing the MANUFACTURERS RECORD, Fleet-McGinley, Inc., does a large amount of printing for local and out-of-town concerns, and is recognized as a leading catalogue and publication house.

In laying out the new plant the most modern machinery will be employed, and it promises to be a worth-while addition to Baltimore's list of enlarged and modernized enterprises. The company has a 40-year established reputation for high-class work, and in its new plant it will have exceptional facilities for turning out promptly every class of printing. THE MANUFACTURERS RECORD invites its friends everywhere to give to Fleet-McGinley, Inc., an opportunity to estimate on their printing of every character.

The Chronicle used to operate one of the largest printing plants in the Southeast in connection with the publication of the newspaper itself—the South's oldest newspaper—but the printing business under modern conditions is somewhat disassociated from newspaper publication of the daily type.

However, in the case of the MANUFACTURERS RECORD, we expect to see some material improvement in even the splendid make-up and design that has characterized that organ of development for such a long time. Recently the MANUFACTURERS RECORD had several pages in color work, outlining in a graphic manner with detailed charts the situation in regard to child labor, which was commented on by the Chronicle at that time. The Chronicle congratulates the MANUFACTURERS RECORD and its officials who have acquired the printing plant in question, and we expect them to do even a greater work hereafter than has been done for the South.

Referring to the foregoing editorial from the Augusta Chronicle, perhaps a brief statement about the history of the Fleet-McGinley Company will be of interest.

Forty-two years ago Mr. McGinley was the foreman of a small printing office which this paper owned. It then seemed desirable, as the editors of the MANUFACTURERS RECORD had no time to attend to job printing, to make a deal with Mr. McGinley and Mr. Fleet, a mutual friend, by which they purchased the printing office on easy terms and continued to build up the Record Printing House facilities with special reference to the handling of the MANUFACTURERS RECORD.

The intimate friendship between Messrs. Fleet and McGinley and the owners of the MANUFACTURERS RECORD made it undesirable ever to make a change, and for forty years the Fleet-McGinley Company printed this paper without ever a written contract existing between the two concerns. Mr. Fleet died some years ago. Mr. McGinley continued the management of the printing house until ill health compelled him to retire seven or eight years ago. It, therefore, became desirable in order to avoid the possibility of this old printing house being absorbed by some other concern, that it should be purchased by the MANUFACTURERS RECORD. It is one of the oldest printing houses in Baltimore. It is the only printing house in Baltimore equipped at the present time for printing the MANUFACTURERS RECORD.

In order to give to its employes the very best possible conditions for work in room, light, air and sanitary conditions, with ample space for expansion, a lease has been made upon a part of one of the greatest industrial buildings in the country, erected some years ago by Asa Candler of Atlanta. With these enlarged facilities, with new and aggressive management, Fleet-McGinley, Inc., will be prepared to do any and every kind of printing, whether it be business cards or the largest books that can be issued. Catalog work of the highest type is being done by this office, and will be continued on a still larger scale.

FLEET-McGINLEY, Inc., will be in the market for the opportunity of bidding on any character of work which can be done by a great printing-house equipped with all modern facilities

Address

**MANUFACTURERS RECORD or FLEET-McGINLEY, Inc.
BALTIMORE, MARYLAND**

FINANCIAL NEWS

Bond Issues Proposed

Ark., Conway—City receives bids Aug. 16 for \$125,000 to \$150,000 5½% bonds. Address City Clk.

Ala., Tuscaloosa—Public Improvement—City Commrs., D. B. Roberson, Pres., receives bids Aug. 17 for \$18,000 6%, \$1000 denom. bonds.

Fla., Bartow—Road—Polk County Commrs. may call \$350,000 bond election for road building in district being formed.

Fla., Bartow—School—Polk County Board of Public Instruction, Don Register, Chmn., receives bids August 24 for \$95,000 6% \$1000 Davenport Special Tax School Dist. No. 38 bonds.

Fla., Daytona Beach—Civic Improvement—City Commrs., Walter A. Richards, Mgr., may issue \$1,250,000 bonds. Lately noted plans \$800,000 bond issue.

Fla., De Funiak Springs—Road, Bridge—Walton County Board of Bond Trustees Special Road and Bridge Dist. No. 2 receives bids Aug. 14 for \$30,000 6% \$500 denom. bonds.

Fla., Fernandina—School—Nassau County, Amelia Island Special Tax School Dist. No. 1 voted \$150,000 bonds. Address Board of Public Instruction.*

Fla., Fort Lauderdale—Harbor—City, B. J. Horne, Mgr., voted \$2,000,000 bonds for harbor at Lake Mabel.*

Fla., Fort Lauderdale—Road—Broward County Commrs., Frank A. Bryan, Clk., receives bids Sept. 20 for \$700,000 bonds. Lately noted bids Aug. 21.*

Fla., Fort Myers—City, F. E. Smith, Clk., receives bids Aug. 27 for \$1,750,000 5% \$1000 bonds: \$815,000, sewers; \$400,000, water works mains, wells, pumps, etc.; \$140,000, gas plant and mains; \$125,000, fire stations, equipment, etc.; \$45,000, incinerator plant; \$225,000, playgrounds and buildings.*

Fla., Gulfport—Town, W. W. Swift, Sr., Clk., receives bids Aug. 17 for \$196,000 6% \$1000 denom. bonds.

Fla., Havana—Town, J. H. Turner, Clk., receives bids August 31 for \$65,000 6% \$1000 denom. bonds.

Fla., Kelsey City—City Hall—City, A. R. Birchard, Mayor, receives bids Aug. 20 for \$125,000 6% bonds; S. J. Blakely, Clk.*

Fla., Kissimmee—Road—Osceola County Commrs. rejected bids for \$2,000,000 6% bonds; John L. Overstreet, Clk.*

Fla., Lake City—Road—Columbia County Commrs. receive bids September 7 for \$500,000 6% \$1000 denom. bonds.

Fla., Miami Beach—Boardwalk—City, Claude A. Renshaw, Mgr., voted \$475,000 bonds.*

Fla., Miami Shores—Municipal Improvement—Town, Edward C. Dougherty, Clk., Treas., plans bond election for town hall, police headquarters, central fire station, water plant, street lighting, fire apparatus and wells for fire protection, streets and sidewalks.

Fla., New Smyrna—Improvement—City Comm. receives bids August 17 for \$274,000 6% \$1000 denom. bonds.

Fla., Palatka—Road, Bridge—Putnam County Board of Bond Trustees, Dist. No. 7, rejected bids for \$1,750,000 5½% bonds.*

Fla., Safety Harbor—Sanitarium—City votes August 24 on \$1,250,000 bonds. Address City Clerk.

Fla., Starke—Road—Bradford County Board of Bond Trustees, C. A. Futch, Chmn., receives bids August 17 for \$450,000 6% \$1000 denom. bonds.

Fla., South Jacksonville, Jacksonville.—Paving Improvement—City receives bids August 17 for \$30,000 bonds. Address City Clerk.

Fla., St. Petersburg—Spa—Street—City Comm. plans calling bond election in Oct. on \$160,000 Spa lease and property purchase, and \$290,000 to open First Ave. North.*

Fla., Tampa—School—Hillsborough County Board of Public Instruction, W. D. F. Snipes, Supt. of Public Instruction, receives bids Sept. 7 for \$1,165,000 5% \$1000 denom. bonds.*

Fla., Tampa—Courthouse, Paving, etc.—Hillsborough County Commrs., W. A. Dickenson, Clk., plans calling election in October on \$1,250,000 bonds.

Fla., Tampa—Highway—Hillsborough County Commrs., W. A. Dickenson, Clk., receives bids Aug. 27 for \$310,000 6% \$1000 denom. bonds.

Fla., Tampa—Highway—Hillsborough County Commrs., W. A. Dickenson, Clk., receives bids Sept. 3 for \$470,000 6% \$1000 denom. bonds.

Ga., Albany—Improvement—City votes soon on \$85,000 bonds. Address City Clk.

Ga., Millen—Road—Jenkins County Commrs. will call election Sept. 8 on \$200,000 bonds.

Ga., Nashville—School—Berrien County plans \$30,000 bond issue. Address Pres. Board of Education.

Ga., Statham—School—B. H. Grant, Sec., receives bids Aug. 17 for \$25,000 5% Statham Consolidated School Dist. No. 2 bonds.

Kentucky—Commonwealth of Kentucky, Emma Guy Cromwell, Sec. of State, plans calling election in November on \$5,000,000 4½% \$1000 denom., Penal, Correctional, and Charitable institution bonds, and \$4,000,000 4% \$1000 denom. warrants.

Ky., Louisville—Bridge—City, Huston Quin, Mayor, votes soon on \$5,000,000 bonds.

La., Arcadia—City Hall, Fire Station—City, Mayor Barnette, plans \$25,000 bond election.

La., Baton Rouge—Road—East Baton Rouge Parish Police Jury, F. A. Woods, Sec., receives bids Aug. 14 for \$22,000 6% \$1000 denom. Sub-Road Dist. No. 1 of Road Dist. No. 2 Third Ward Bonds.

La., Minden—Fire Station—City plans selling \$300,000 bonds. Address City Clk.

La., Slidell—Water Works—City, Reuben Blise, Sec., voted \$175,000 bonds; J. W. Billingsley, Const. Engr., New Orleans.

Miss., Belzoni—Bridge—Humphreys County voted \$30,000 bonds. Address Board of Suprvs.*

Miss., Flora—Sewer—Town votes soon on \$45,000 bonds; Henry A. Mentz, Const. Engr., Hammond, La.

Miss., Magnolia—School—City voted \$30,000 bonds. Address Pres. School Board.*

Miss., Monticello—Road—Lawrence County Beat 3, voted \$75,000 bonds. Address County Commrs.

Miss., Natchez—Water Works—City, John F. Jenkins, Clk., receives bids Aug. 24 for \$40,000 5% \$1000 denom. bonds.*

Miss., Starkville—Oktibbeha County voted \$200,000 road and \$10,000 Longview Consolidated School Dist. bonds. Address Board of Suprvs.*

Miss., Starkville—Road—Oktibbeha County Board of Suprvs., J. E. Buckner, Clk., receives bids Sept. 7 for \$200,000 bonds.

Mo., Cassville—Hospital—Barry County Court defeated \$150,000 bond issue; J. C. Snider, County Clk.*

Mo., Independence—Municipal Improvement—Jackson County Court defeated \$4,100,000 bonds: \$3,000,000, purchase site and erect courthouse in Kansas City; \$350,000, courthouse in Independence; \$250,000, County Home for Aged and Infirm; \$500,000, jail building in Kansas City; Leslie J. Lyons, County Commr.*

Mo., St. Joseph—Building, Grading—City, J. S. Burris, City Comptroller, receives bids Aug. 14 for \$195,000 4½% \$1000 denom. bonds.

N. C., Asheville—Street—City, E. G. Thompson, Sec.-Treas., contemplates \$500,000 bond issue.

N. C., Asheville—School—City may vote Sept. 28 on \$1,500,000 bonds; Frank L. Conder, Commr. of Public Works.*

N. C., Bladenboro—Municipal Improvement Town plans selling \$60,000 bonds: \$35,000, street improvement; \$25,000, water works, including equipment for fire protection. Address Town Clk.

N. C., Currituck—Currituck County Commissioners, Jas. A. Taylor, Clk., receives bids Aug. 16 for \$200,000, 5% short-time notes.

N. C., Fountain—School—Pitt County Board of Commrs., Greenville, authorized issuance of \$15,000 bonds.

N. C., Spring Hope—Electric Light—Town, F. G. Chamblee, Clk., receives bids August 16 for \$10,000 6% \$500 denom. bonds.

Okla., El Reno—Sewer—City Mgr. Dittmer, plans \$10,000 bond election.

Okla., Hominy—Water Works—Park Improvement—City plans \$30,000 bond election. Address City Clerk.

Okla., Webb City—Water Works—City voted bonds. Address City Clerk.

Tenn., Chattanooga—Tunnel—Hamilton County voted \$600,000 bonds for tunnel

through Missionary Ridge; T. W. Stanfield, County Atty.*

Tenn., Chattanooga—Hospital—Hamilton County voted \$125,000 bonds as county's share toward children's hospital. Address County Clk.*

Tex., Batesville—Road—Zavalla County, N. H. Hunt, County Judge, voted \$560,000 bonds.*

Tex., Corpus Christi—Municipal Improvement—City, John T. Wright, Sec., voted \$350,000 bonds: \$225,000 street, \$65,000 sewer improvement, \$60,000 water-works improvement.*

Tex., DeKalb—Water Works—City plans bond election. Address City Clerk.

Tex., Leaky—Road—Real County defeated \$50,000 bonds. Address County Judge.*

Tex., Eagle Lake—City votes Aug. 24 on \$50,000 5½% bonds. Address City Clk.

Tex., Harlingen—Municipal Improvement—City, S. Finley Ewing, Mayor, will call election soon on \$250,000 bonds for street paving, water works and sewer extension, sidewalks, complete city hall and fire station, park improvement, inclinator.*

Tex., Hillsboro—School—City received high bid from Garrett & Co., Magnolia Bldg., Dallas, at par, accrued interest and premium of \$600.60 for \$60,000 bonds.*

Tex., Lorenzo—Water Works—City, Roy J. Terrell, Sec., plans selling \$42,000 6% bonds; T. G. Hendricks, Mayor.*

Tex., Mission—Sewer—City may vote on bonds; Ewing & Condon, Engrs.

Tex., Nevada—Deep Water Well—City may vote on bonds; Municipal Engineering Co., 1107 Athletic Bldg., Dallas.

Tex., Paducah—Courthouse—Cottle County, J. M. Whitley, County Judge, voted \$150,000 bonds.*

Va., Clarendon—Water Works—Arlington County voted \$750,000 bonds; Wm. H. Duncan, Clk., Board of Suprvs.; Asa E. Phillips, Const. Engr., 2525 Pennsylvania Ave. N. W., Washington, D. C.*

Va., Martinsville—School—Henry County voted \$170,000 bonds; Henry County School Board, B. Clifford Goode, Div. Supt., receives bids Aug. 16 for bonds.*

Va., Princess Anne—Road—Princess Anne County voted \$100,000 bonds; B. D. White, County Judge.*

Bond Issues Sold

Ark., Little Rock—Sewer—Commrs. Sewer Improvement Dist. No. 101 sold \$116,000 5% bonds to M. W. Elkins & Co., Little Rock, at \$98.81.

Wla., Bunnell—Courthouse—Flagler County Commrs., J. C. Geiger, Clk., sold \$75,000 6% bonds to Prudden & Co., Toledo, Ohio, at discount of \$3712.*

Fla., Deerfield—Municipal Improvement—City sold \$135,000 bonds to Poor & Co., Cincinnati, Ohio.

Fla., Fort Pierce—School—St. Lucie County Board of Public Instruction sold \$40,000 Sebastian School Dist. bonds to Farmers Bank & Trust Co., Ver Beach, at 95 and accrued interest.

Fla., Kissimmee—Road—Osceola County Commrs. sold first unit of \$1,000,000 bonds to McNear & Co. and Van Ingen Co., both Chicago, Ill., at 95 and accrued interest.

Fla., LaBelle—Drainage—Board of Directors of Caloosahatchee Improvement Dist. sold \$500,000 bonds to Canal Construction Co., 189 West Madison St., Chicago., at 95 cents on a dollar.

Fla., Lakeland—Municipal Improvement—City Comm. sold \$1,068,000 bonds to syndicate composed of Prudden & Co., Stranahan, Harris & Oatis, Inc., Spitzer, Rorick & Co., all Toledo; Weil, Roth & Irving Co., Seasongood & Mayer, Cincinnati, at 97.27.*

Fla., Tampa—Drainage—Interbay Drainage Dist., A. C. Clewis, Treas., 32 Giddens Bldg., sold \$1,000,000 6% bonds to Wright, Warlow & Co., Orlando, at 95.*

Ga., Monroe—School—City, E. P. Howell, Jr., Clk., sold \$60,000 5% bonds to Robinson-Humphrey Co., Atlanta, at \$61,200 and accrued interest.*

La., Alexandria—Road—Rapides Parish Police Jury sold \$160,000 5% Road Dist. A bonds to L. E. French & Co., Guaranty Bank Bldg., at par and accrued interest.*

La., Winnsboro—School—Franklin Parish School Board, John L. McDuff, Supt., sold

(Continued on page 107)

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

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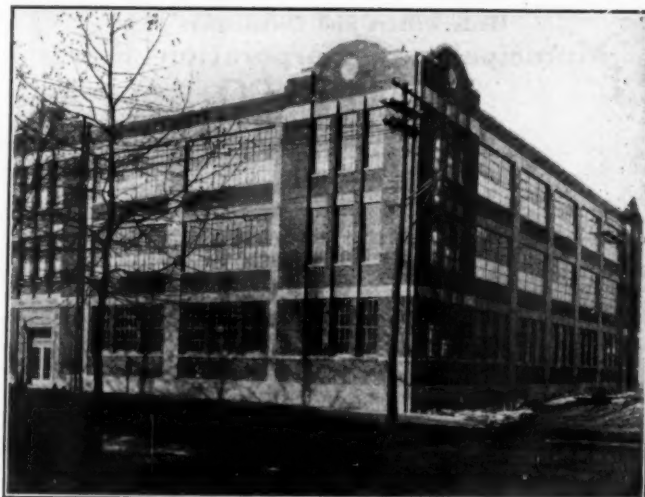
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NEW YORK OFFICE

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NEW YORK CITY

FINANCIAL NEWS

(Continued from page 104)

\$40,000 4½% bonds to Rapides Bank & Trust Co., Alexandria, at \$15 premium.

Md., Frederick—City, Lloyd C. Fuller, Mayor, sold \$25,000 4½% \$1000 denom. bonds to Wellepp, Bruton & Co., Baltimore, at \$103.751 per \$100 and accrued interest.*

Miss., Aberdeen—School—Monroe County School Board sold \$8000 6% Pine Grove Consolidated School Dist. bonds to A. K. Tigrrett & Co., Memphis, at premium of \$50.

Miss., Gulfport—Water Works, School—City sold \$105,000 5¼% bonds to Meridian Finance Corp., Meridian, Miss., at par, premium of \$1105 and expenses.*

Miss., Pascagoula—Toll Bridge—Jackson County Board of Supvrs., Fred Taylor, Chancery Clk., sold \$275,000 bonds to Union and Planters Bank & Trust Co., Memphis, Tenn., at premium of \$2145.*

N. C., Asheville—Road, Bridge—Buncombe County Commrs. sold \$1,000,000 4¾% bonds to Commerce Union Trust Co., Asheville, at premium of \$24,950.*

N. C., Gibsonville—Water Works—Town, M. O. Wyrick, Clk., sold \$10,000 5¾% bonds to Durfee, Niles & Co., Toledo, Ohio, at \$200.*

N. C., Nashville—Road, Bridge—Nash County Commrs., J. B. Boddie, Clk., sold \$500,000 4¾% bonds jointly to Howe, Snow & Berties, Inc., and Northern Trust Co., both Chicago, Ill., at premium of \$11,189.*

S. C., Gaffney—Street—City, Boyce Whisonant, Clk., sold \$100,000 5% bonds to Robinson, Humphrey & Co., Atlanta, Ga., at par and premium of \$1170.*

S. C., Manning—School—Board of Trustees, Manning School Dist., sold \$30,000 5½% School Dist. No. 9 bonds to E. P. McMakin & Co., Chicago, Ill., at premium of \$1371.*

Tex., Austin—School—American Legion, Department of Texas, purchased \$50,000 school dist. bonds.

Tex., Fort Worth—School—Board of Education will purchase \$82,000 bonds.

Tex., Mount Pleasant—Water Works—City, H. B. Badt, Sec., sold \$50,000 5½% bonds to J. E. Jarrett & Co., San Antonio, at premium of \$77.*

Tex., Vernon—Water Works, Street—City, A. H. Hall, Sec., sold \$80,000 5½% bonds to H. C. Burt & Co., Austin, at premium of \$3995.*

W. Va., Huntington—Improvement—City sold \$146,000 5% coupon bonds to Old Colony Corp., New York, at premium of \$4,978.

W. Va., Princeton—City sold \$96,000 5¼% bonds to N. S. Hill Co., Toledo, Ohio, at premium of \$3702.

Building and Loan Associations

Fla., Bartow—Polk County Building & Loan Assn., organized; John D. Clark, Pres.; J. H. Maunder, Sec.

Ga., Albany—Equitable Building & Loan Assn. of Albany, 230 Pine St., authorized capital \$5,000,000, organized; D. L. Beatie, Pres.*

Md., Baltimore—Bryant Building & Loan Assn., 4157 Pimlico Rd., capital \$50,000, incorporated; Boruch Bronstein.

Md., Baltimore—N. J. M. Building & Loan Assn., Inc., 210 N. Calvert St.; capital \$500,000, incorporated; Nathan J. Myersberg.

Md., Baltimore—Sunshine Building & Loan Assn., North and Pennsylvania Ave., capital \$500,000, incorporated; Floyd J. Wilson.

Md., La Plata—Charles County Building Assn., Inc., capital \$500,000, incorporated; J. Compton Brooke, Henry L. Barnes.

Tex., Texarkana—Peoples Building & Loan Assn. of Texarkana, capital \$1,000,000, incorporated; T. E. Towles, J. J. Jones.

New Financial Corporations

Fla., Fort Myers—Citizen's Bank of Fort Myers, capital \$50,000, incorporated; R. A. Henderson, Jr., Pres.; C. L. Sewell, Cashier.

Ga., Brunswick—Empire Finance Co., C. H. Sheldon, Pres., increased capital \$50,000 to \$80,000.

La., Columbia—Columbia Investment Co., capital \$272,000, incorporated; W. B. Gilligan, Pres.; J. Blaine Monroe, Sec.

Md., Baltimore—American Bonding Co. of Baltimore, Fidelity Bldg., capital \$1,000,000, re-organized; George L. Radcliffe, Pres.

Mo., Kansas City—Erschell Davis, Inc., capital \$12,500, incorporated; Erschell Davis, 4404 Summit.

Tex., Houston—Security Union Casualty Co. of Houston plans increasing capital \$100,000 to \$250,000.

Tex., Kingsville—First National Bank of Kingsville, capital \$50,000, chartered; Carl C. Henny, Pres.; Sam Fimble, Jr., Cashier; succeeds Farmers State Bank of Riviera.

Tex., Post—Citizens National Bank of Post, capital \$25,000, chartered; W. O. Stevens, Pres.; Ira L. Duckworth, Cashier; conversion of First State Bank of Post.

Tex., San Antonio—National Mortgage Co., capital \$200,000, incorporated; C. E. Tolhurst, 214 Agarita St.

Va., Warrenton—Fauquier National Bank, capital \$25,000, chartered; C. E. Tiffany, Pres.; Edward Carter, Cashier; conversion Warrenton-Plain State Bank, Inc., with main office in Warrenton and branch in Plains, Va.

Kirk & Blum Blower Catalogue.

The Kirk & Blum Mfg. Co., Cincinnati, Ohio, manufacturers of blower systems for collecting, conveying and ventilating, have issued a large and finely illustrated catalogue which tells all about their apparatus. The book is very complete in its pictures as well as in the descriptive matter, and several pages are devoted to names of the many users of the company's products. A great variety of industries find these blower systems of importance and economy in their operations.

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Branch of Sears-Roebuck Agricultural Foundation Established in Atlanta.

Atlanta, Ga. August 9—[Special.]—A branch office of the Sears-Roebuck Agricultural Foundation will be established in Atlanta, in connection with the new Ponce de Leon avenue warehouse and store, to serve farmers of the Southeast, according to an announcement by Samuel R. Guard, director of the foundation. George C. Biggar, formerly with the Chicago and Dallas offices of the foundation, will be director of the work here, and a staff of competent farm advisers is being recruited to aid him in the work.

As sales of the Sears-Roebuck Company are made almost exclusively to farmers, the service of the agricultural foundation is an important one. The principal function of the foundation consists in giving expert advice to farmers and answering questions along agricultural lines. But many other lines of work are taken up by the foundation. Farm research work is conducted. Interpretations are made of the market trends and the information released by means of charts, diagrams and economic facts expressed in "dirt-farmer" language. Up-to-the-minute market information and forecasts of future market developments are given out by radio. And a feature of the service from the Atlanta office will be musical radio programs.

Lancashire Cotton Spinners' Combine.

Manchester, England, July 29—[Special.]—Early last week particulars were announced relating to the proposed combine of Lancashire spinners of American cotton yarns, the scheme being that an organization to be called the American Yarn Association, Ltd., should be formed for the purpose of a combination of spinners to establish minimum prices. A circular was sent to all the firms affected and they were asked to give a reply within a fortnight. The time has not yet expired, but it is reported that the owners of 17,000,000 spindles have pledged themselves to support the association. This means that over 50 per cent of the mills affected have decided to combine to preserve their interests. To make the association a success more adherents will be necessary, and it is understood that many more concerns are favorably considering the matter. This movement may have a vital effect upon the Lancashire industry and result in removing the severe trade depression which has existed for four to five years.

Atlantic Deeper Waterways Convention.

Following nearly a week spent in "advance agent work," President J. Hampton Moore of the Atlantic Deeper Waterways Association has issued a call for the convention of that organization, September 14 to 17, at Richmond, Va. "Richmond promises one of the best conventions we ever have had," says Mr. Moore, long a member of the National House of Representatives and later mayor of Philadelphia.

Notices and invitations have been sent to officials of the United States, to governors and mayors, to trade bodies and business associations, and a large and distinguished gathering is expected.

Dairying Popular With Mountain Farmers.

Raleigh, N. C., August 9.—Within a period of from five to ten years the great mountain territory of western North Carolina will become one of the leading dairy sections of the country, in the opinion of John A. Arey, dairy extension specialist of State College, who has completed a rather extensive trip over the territory, conferring with many farmers and attending several meetings called in the interest of dairying. The opening of the butter plant of the Carolina Cream-

ery at Franklin, Macon county, was attended by about 500 leading farmers of Macon and adjoining counties.

The sentiment of these men was that dairying will continue to grow as a source of farm income. The same was true in the case of 800 or more growers who attended the annual picnic of the Henderson-Buncombe Cow-Testing Association at Horse Shoe.

Jackson county has made a beginning by putting in 16 purebred Jersey bulls and 86 purebred cows. This movement was financed by business men of Sylva, co-operating with farmers of the country. Other counties are rapidly building up their cow population, and some of the old-time beef growers are beginning to take an interest in dairying. Also, the opening of the territory with good, hard-surfaced roads has made the transportation of milk, cream and butter an easy problem and the farmers are realizing that their lands can better be utilized for pasturage than for growing crops.

Waco to Vote on \$3,500,000 of Water Bonds.

Waco, Texas.—At the request of the Water Board, the City Commission of Waco has called an election for September 14 on a bond issue of \$3,500,000 for the creation of a lake on Bosque River to furnish the city with an adequate supply of water. Alva Bryan of the Water Commission presented the recommendation to the City Commission, asking that an election be called for the purpose of voting 40-year bonds to bear an interest rate not to exceed 5 per cent, in the amount of \$3,500,000, or as much as will be needed to impound the waters of the river and to construct additions to the filtration plant, install additional mains and discharge lines and for other facilities in connection with the project.

Oklahoma Town Sells \$690,000 Water Bonds.

Altus, Okla.—Bonds in the amount of \$690,000 recently voted by the city of Altus for the Lugert dam water project have been sold to C. Edgar Honnold of Oklahoma City at par and accrued interest. As previously announced in the MANUFACTURERS RECORD, in addition to the proposed dam, other construction will include an 18-mile pipe line, softening plant, tank and tower. The Benham Engineering Company of Kansas City, Mo., is the consulting engineer.

To Sell \$1,265,000 of School Bonds.

Tampa, Fla.—The sale of \$1,265,000 of school-improvement bonds has been authorized by the Hillsborough County School Board, and it is expected that bids for the securities will soon be invited. Of the total amount involved \$1,165,000 will be expended for school improvements in district No. 4, embracing the greater part of Tampa, while the remaining \$100,000 will be used for the erection of a new school at Wimauma in district No. 31.

\$275,000 of Bridge Bonds Sold.

Pascagoula, Miss.—Bridge bonds in the amount of \$275,000 have been sold by Jackson county to the Planters Bank and Trust Company of Memphis, Tenn., at a premium of \$2145. The bonds will be issued on September 1, 1926, and will bear an interest rate of 5 per cent. Funds from the sale will be used to build bridges at Pascagoula and Moss Point.

Texas City Votes \$200,000 of Bonds.

Mexia, Texas.—Three bond issues aggregating \$200,000 have been voted here, each carrying by more than three votes to one. One issue provides \$140,000 for the erection of a city hall and auditorium, while \$25,000 was voted for extensions to storm sewers and \$35,000 for park improvements.

INDUSTRIAL NEWS OF INTEREST

Items of news about industrial, railroad or financial interests, building operations, construction work, municipal improvements, or the sale of machinery or the letting of contracts in the South or Southwest, are invited from our readers whether they are advertisers, or subscribers, or not. We invite information of this character from readers in the North and West about their Southern business operations, as well as from Southern readers. News of value will be published just as readily when from non-advertisers as from advertisers.

New President of Worthington Pump.

L. J. Belnap has just been elected president of the Worthington Pump and Machinery Corporation. C. Philip Coleman, retiring president, was elected chairman of the board. Mr. Belnap was formerly president of Rolls Royce of America and chairman of Wills-St. Claire Company of Detroit.

Bangor Slate Association Revived.

The quarrymen of the Bangor region have recently revived the Bangor Slate Association and reopened offices at 35 Broadway, Bangor, Pa. While the association will sell no products, it will continue and amplify its work of cooperating with architects, contractors and roofers in supplying them with the results of the association's research work on roofing slate and protecting the users of genuine Bangor slate by inspecting, labeling and certifying each shipment. A campaign has been inaugurated to bring about a wider appreciation and use of Pennsylvania slate as a roofing material. The membership of this association is composed of all quarrymen working the Bangor vein of slate. The officers are: William Blake, president; A. M. Jones, vice-president; William S. Ditchett, treasurer, and H. M. Van Cleve, secretary.

Austin Awarded a Big Contract.

A \$6,000,000 automobile plant, one of the largest industrial building contracts in the country let this year, has been placed with the Austin Company of Cleveland, Ohio. This is the new plant for the Oakland Motor Car Company to be built at Pontiac, Mich. Work was begun last Friday. This construction contract, followed close on the heels of an engineering contract which was placed with Austin in June. The amount of the engineering contract alone was approximately \$150,000. The new plant will comprise over 2,000,000 square feet of floor space and will include a motor plant of single-story design 435 by 880 feet; an assembly building 180 by 1260, three stories and basement; a foundry 300 by 700 feet, and a car storage building 432 by 700 feet.

Jones & Laughlin Buy Big Warehouse.

The Cincinnati warehouse of the Bourne-Fuller Company of Cleveland has been sold to the Jones & Laughlin Steel Corporation of Pittsburgh. It is estimated that about \$1,000,000 was involved. The Jones & Laughlin Steel Corporation will operate the property as an addition to their present extensive warehouse system, making the fourth large distributing depot now owned and operated by this leading independent steel interest. Their other warehouses are in Pittsburgh, Memphis and Chicago. The acquisition of the warehouse at Cincinnati will undoubtedly be quickly developed as a distributing point for their steel products conveyed down the Ohio from Pittsburgh in steel barges, in which method of shipment Jones & Laughlin were pioneers. The building occupies half a city block. It has direct rail connections and is also reached by the river. The Bourne-Fuller Company has been a dominating factor in the distribution of iron and steel products in various cities, and the sale of its property in Cincinnati does not mean that it withdraws from the field.

Heil Branch for New England.

The Heil Company of Milwaukee, Wis., manufacturers of tanks, bodies, hoists, etc., has opened a factory branch office and service station for the New England territory at 298 North Harvard street, Boston (Brighton), Mass., with Clarence H. Zarse, formerly of the general sales staff at Milwaukee, in charge as branch manager. This branch office and shop is adequately equipped for the mounting of the company's products for motortrucks, and a stock of equipment will be kept on hand. It has also been announced that Howard Winton, formerly advertising manager, is now to be general branch manager, and that Arthur Nicolaus has been appointed advertising manager.

Group Insurance Adopted.

The Electric Storage Battery Company of Philadelphia, manufacturer of "Exide" batteries, has adopted an extensive program of group insurance which harmonizes with the company's industrial relations policy and affects about 4500 employees located in more than 20 cities throughout the United States and Canada. Included in the plan are life insurance, health and non-occupational accident coverage, and accidental death and dismemberment protection. The life insurance alone will reach a total of approximately \$5,000,000, while the accidental death and dismemberment insurance will amount to more than \$1,200,000. Announcement of the plan was made by Herbert Lloyd, president of the company. The insurance is being underwritten by the Metropolitan Life Insurance Company on a co-operative basis, whereby premiums are paid jointly by the employer and employees. Besides the co-operative feature of the group plan, it also includes service advantages for employees without additional charge and provides a wide range of protection extending from \$500 to \$10,000 life insurance, while certain classes of employees are also covered by a health and accident policy carrying weekly benefits ranging from \$10 to \$20 for three months.

Long-Bell Lumber in Model Homes.

Forty-three model homes, recently built, being built or to be built throughout the country will contain Long-Bell trade-marked lumber products. These include the Sesqui-Centennial "Save the Surface" model home in Philadelphia; 36 homes to be built in 28 cities by the Home Owners' Service Institute of New York city; four model homes built by the Lehigh Portland Cement Company and two of the model homes whose construction is being sponsored by Liberty Magazine. Long-Bell oak flooring is finding unusual favor, being used in all of the 43 homes. Two of the 36 homes of the Home Owners' Service Institute are to be in Boston, three in New York, two in Philadelphia, three in Chicago, two in San Francisco, two in Atlanta and one each in Baltimore, Pittsburgh, Washington (D. C.), Buffalo, Cleveland, Detroit, Louisville, Miami, Memphis, New Orleans, Houston, Fort Worth, St. Louis, Kansas City, Des Moines, Omaha, Minneapolis, Denver, Salt Lake City, Los Angeles, Portland and Seattle. Four model homes built by the Lehigh Portland Cement Company are in Kansas City, Birmingham, Chicago and New York, and the two homes sponsored by the Liberty Magazine are in Kansas City and Milwaukee, respectively.

Trade Literature

Economy of Diesel Engine Power.

Diesel engines offer such opportunities to reduce power costs in almost every industry that a new 32-page bulletin, "Economy of Diesel Engine Power," issued by Fairbanks, Morse & Co. of Chicago, is of timely interest. The bulletin takes up an analysis of the various factors which affect the cost of power, such as fuel cost, operating labor, maintenance, first cost and fixed charges, reliability and simplicity. The costs of a typical small Diesel power plant are analyzed and compared with similar costs for a steam plant. Other interesting chapters cover such points as the cost of purchased power, layout of the Diesel plant and the question of the fuel oil supply. The bulletin will be sent without charge on request to the company at their Chicago office.

Oregon-American Lumber Facts.

The Oregon-American Lumber Co., Vernonia, Ore., a subsidiary of the Central Coal & Coke Company of Kansas City, Mo., has put out a series of broadsides prepared for the purpose of thoroughly familiarizing the trade and others with kiln-dried, old-growth yellow fir lumber. They are also for the purpose of advising the lumber and industrial world of the vast and important strides being made in scientific lumber production, and particularly the remarkable and dependable success of modern kiln-dried methods. The adherence of the company to its policies that are counted upon to do more for the trade and for customers than ever before is likewise emphasized. The broadsides are finely prepared and are fully illustrated.

Orton Crane and Shovel Bulletin.

Bulletin No. 41 of the Orton Crane and Shovel Co. (formerly Orton & Steinbrenner Co.), 608 South Dearborn street, Chicago, illustrates and describes the company's Model T and Model E convertible cranes with attachments. These cranes are used in every type of service and the first picture in the book shows a Model T with 40-foot boom and ¾-yard bucket handling an asphalt composition pavement material that was until recently loaded into trucks by hand because of its peculiar nature. Another illustration shows a Model E with 40-foot boom and a 1-yard dragline bucket engaged on drainage work. There are also many other illustrations, some of them displaying details of construction.

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PROPOSALS

BOND ISSUES

BUILDINGS

PAVING

GOOD ROADS



Bids close August 16, 1926.

\$170,000 School Bonds

Martinsville, Va.

Notice is hereby given that the County School Board of Henry County will receive sealed bids for \$170,000 District School Bonds at the office of B. Clifford Goode, Division Superintendent of Schools of Henry County, in Martinsville, on Monday, August 16, 1926, up to 12 M., at which time all bids will be opened and sale awarded to the bidder paying the best price, but the County School Board reserves the right to reject any and all bids.

Said bonds to be offered at 5, 5½ and 5½ per cent, interest payable at the office of the County Treasurer on June 1 and December 1 of each year.

The said bonds are to be in the denomination of \$1000 each and mature as follows:

Martinsville Magisterial District	
\$3000, 1930 to 1941, inclusive....	\$36,000
\$4000, 1942 to 1952, inclusive....	44,000
Horsepasture Magisterial District	
\$1000, 1930 to 1940, inclusive....	\$11,000
\$2000, 1941 to 1952, inclusive....	24,000
Reed Creek Magisterial District	
\$1000, 1930 to 1945, inclusive....	\$16,000
\$2000, 1946 to 1952, inclusive....	14,000
Ridgeway Magisterial District	
\$1000, 1933 and 1936.....	\$2000
\$2000, 1939, 1942, 1945 and 1948....	8000
Leatherwood Magisterial District	
\$1000, 1933, 1936 and 1939.....	\$3000
\$2000, 1942, 1945 and 1948.....	6000
Irisburg Magisterial District	
\$1000, 1933, 1936, 1939, 1942, 1945 and 1948.....	\$6000

A certified check for the sum of \$500, made payable to the County School Board of Henry County, Virginia, shall accompany each bid.

For further information, write W. R. Broadus, Jr., Chairman, County School Board of Henry County.

By order of the County School Board of Henry County, Virginia.

W. R. BROADUS, JR., Chairman.

Bids close September 1, 1926.

\$525,000 5½% Highway and Bridge Bonds

Key West, Fla.

Sealed bids will be received by the Board of County Commissioners of Monroe County, Florida, until 8 o'clock P. M. on the 1st day of September, 1926, for the purchase of the following described bonds of Monroe County, Florida, each dated June 1, 1925, of the denomination of \$1000 each, bearing interest at the rate of five and one-half per centum per annum, payable semi-annually June 1 and December 1, both principal and interest being payable in gold at the National Bank of Commerce, in the City of New York, State of New York; said bonds mature as follows:

\$350,000 HIGHWAY BONDS, dated June 1, 1925, maturing \$10,000 per annum in each of the years 1936 to 1945, inclusive; \$20,000 per annum in each of the years 1946 to 1954, inclusive, and \$70,000 maturing 1955.

\$175,000 BRIDGE BONDS, dated June 1, 1925, maturing \$5000 per annum in each of the years 1936 to 1945, inclusive; \$10,000 per annum in each of the years 1946 to 1954, inclusive, and \$35,000 maturing 1955.

Said bonds are general obligations of Monroe County, payable from an unlimited tax on all the taxable property in said county. Proposals for bonds should be addressed to D. Z. Filer, Clerk, Board of County Commissioners, Key West, Florida, and must be enclosed in a plain envelope marked "Proposals for Bonds," and must be accompanied by a certified check in an amount equal to two per cent of the face value of the bonds bid for, which certified check will be forfeited to the County as liquidated damages in the event the bidder fails or refuses to pay for said bonds when tendered. The bonds will be delivered to

the successful bidder on or about September 1, 1926, and the opinion of John C. Thompson, Esq., of New York City, approving the validity of said bonds, will be delivered to the purchaser free of charge. The right is reserved to reject any and all bids.

By order of the Board of County Commissioners of Monroe County, Florida.

D. Z. FILER,

Clerk, Board of County Commissioners.

Bids close August 27, 1926.

\$1,750,000 5% Municipal Bonds

NOTICE IS HEREBY GIVEN that the Commission of the City of Fort Myers, Florida, will, on Friday, the 27th day of August, 1926, up to 2 o'clock P. M. at the meeting place of the Commission in the City Hall, in the City of Fort Myers, Florida, receive sealed bids for the sale by the City of Fort Myers of its general bonds to the amount of One Million Seven Hundred Fifty Thousand (\$1,750,000) Dollars, for the several municipal purposes hereinafter named. Such bonds are issued and sold pursuant to the provisions of the charter, ordinances and laws of the state of Florida. Such bonds are to bear date of April 1, 1926, and bear interest from their date at the rate of five (5%) per cent per annum, payable semi-annually, in accordance with coupons to be attached thereto, both principal and interest being payable at the Hanover National Bank, in the city of New York. All of such bonds mature thirty (30) years from and after their date.

Each bond is in the denomination of One Thousand (\$1000) Dollars.

All of said bonds have been validated and confirmed by a decree of the Circuit Court of Lee County, Florida, made and entered on the 25th day of June, 1926.

Said bonds being in the several amounts and for the several municipal purposes, to-wit:

1. The sum of \$815,000 for sewage collection systems, including laterals, interceptors, manholes, flush tanks, sewage treatment plants, including pumps, screens, disposal units and all appurtenances pertaining thereto.

2. The sum of \$400,000 for extensions and additions to the City water works, water mains, water supply system, including wells, pumps, water-softening system and all other appurtenances pertaining thereto.

3. The sum of \$140,000 for additions and extensions to City gas plant and for the distribution of gas.

4. The sum of \$125,000 for fire stations, fire trucks, fire-fighting equipment and additions and extensions to the City fire alarm system.

5. The sum of \$45,000 for an incinerator plant.

6. The sum of \$225,000 for the purpose of acquiring lands or buildings for playgrounds, recreation centers and other recreational purposes and for the equipment thereof.

Each bidder is and shall be required to file with his bid a certified check, payable to the order of the City of Fort Myers, Florida, in the sum of two (2%) per cent of the amount of his bid, as and in evidence of good faith and as a guarantee that his bid will be complied with if accepted. Each bid must provide for the payment of the accrued interest on said bonds from their date to date of delivery and must state when his bid will be complied with and where delivery of such bonds is to be made.

All bonds must be paid for in current funds.

All of the aforesaid bonds, or any part thereof, the several amounts, or any part thereof, for the several municipal purposes, are hereby offered for sale, and the Commission reserves the right to reject any and all bids not satisfactory, and may then and there call for verbal bids, and if a satisfactory price is then offered, may sell

said bonds to the highest and best bidder without readvertising the same for sale. The preliminary assessment of taxable property for the year 1926 filed in the office of the City Clerk discloses an aggregate assessment of Thirty Million Two Hundred Thirty-nine Thousand Three Hundred Forty (\$30,239,340) Dollars. This assessment is subject to equalization and confirmation at a meeting of the Commission to be held on August 6, 1926. The City Charter provides for a special tax not exceeding eight (8) mills on the dollar for the purpose of paying principal and interest on the bonded debt of the City.

The opinion of Caldwell & Raymond approving the legality of said issues of bonds, payable from said tax, will be delivered to the successful bidder without charge, and said bonds are offered for sale based upon said opinion.

DONE by order of the Commission of the City of Fort Myers, Florida, on this, the 16th day of July, A. D. 1926.

C. P. STALEY,

City Manager of the City of Fort Myers, Florida.

Bids close September 7, 1926.

\$1,165,000 5% School Bonds

Tampa, Fla.

Notice is hereby given that the Board of Public Instruction for Hillsborough County, Florida, will receive bids at the office of the Superintendent of Public Instruction of said Hillsborough County, in the City of Tampa, Florida, up until 11 o'clock A. M. on the 7th day of September, 1926, for the purchase of ONE MILLION ONE HUNDRED SIXTY-FIVE THOUSAND (\$1,165,000) DOLLARS of bonds of Consolidated Special Tax School District No. 4, in Hillsborough County, Florida, authorized at an election held in said District on December 15, 1925; said bonds bearing interest at the rate of 5 per cent per annum, payable semi-annually on July 1st and January 1st of each year; said bonds being payable as follows:

35 of said bonds payable annually, on January 1 of the years 1928 to 1942, inclusive.

45 of said bonds payable annually, on January 1 of the years 1943 to 1954, inclusive.

50 of said bonds payable on January 1, 1955, and 50 of said bonds payable on January 1, 1956.

Said bonds are of the denomination of One Thousand (\$1000) Dollars each.

Said bonds will bear date of January 1, 1926, and will be issued with interest coupons attached, evidencing the interest payable on said bonds, except that interest coupon No. 1, representing the interest accruing for the period between January 1, 1926, to June 30, 1926, inclusive, will be canceled and detached before delivery of said bonds. Principal and interest of said bonds payable at United States Mortgage & Trust Company, in the City and State of New York. Check certified by a chartered banking house for 1 per cent (1%) of the par value of the bonds must accompany the bids. Bidders will be required in their bids for said bonds to agree to pay all accrued interest on said bonds from July 1, 1926, to the date of delivery thereof. Said bonds will be sold as a whole and not in fractional parts, and will be ready for delivery on or about September 16, 1926.

Said bonds have been validated by a decree of the Court. Unlimited general tax for payment of principal and interest. The right to reject any and all bids is reserved.

Dated this 29th day of July, A. D. 1926.

J. G. ANDERSON, JR.,

Chairman of Board of Public Instruction for Hillsborough County, Florida.

Attest:

W. D. F. SNIPES,

Secretary of Board of Public Instruction for Hillsborough County, Florida.

Bids close August 24, 1926.

TREASURY DEPARTMENT. Office of the Supervising Architect, Washington, D. C., July 27, 1926.—**SEALED PROPOSALS** will be opened in this office at 3 P. M. August 24, 1926, for the remodeling and enlarging the United States Post Office, Petersburg, Va. Drawings and specifications may be obtained from the Custodian of the building or at this office, in the discretion of the Supervising Architect. Jas. A. Wetmore, Acting Supervising Architect.

Bids close August 16, 1926.

Office of Constructing Quartermaster, Fort Benning, Georgia. Sealed proposals will be received at this office until 1 P. M. August 16, 1926, and then publicly opened, for the construction of permanent Cuartel Barracks (Sections "B," "C" and "D") and Utilities. Building is 1068 ft. 10 in. x 48 ft. 0 in., three stories and garret, concrete and brick construction. Plans and specifications may be obtained from Constructing Quartermaster, Fort Benning, Georgia, on deposit of \$25. Right is reserved to accept any or reject all bids.

Bids close August 24, 1926.

Road Construction

Charleston, W. Va.

Sealed proposals will be received by the State Road Commission of West Virginia at its office in Charleston, West Virginia, until 10 o'clock A. M. on the 24th day of August, 1926, and said proposals will be opened and read immediately thereafter at the Kanawha County Courthouse, Charleston, W. Va., for the construction of the following sections of State Road:

Project 3243, Greenbrier County—6.25 miles of Ronceverte--Second Creek Road for paving with Waterbound Macadam. Certified check \$4000.

Project 3290C or F. A. No. 154-B, Nicholas County—5.0 miles of the Duffy Branch-Muddlety Road for Grading and Draining. Certified check \$2500.

Project 3331 or F. A. No. 156-B, Nicholas County—5.0 miles of the Muddlety-Gap of Powell Mountain Road for Grading and Draining. Certified check \$3500.

Project 3375-B, Summers County—2.0 miles of the Big Bend Tunnel Road for Grading and Draining. Certified check \$1600.

Project 3008, Lincoln County—8.0 miles of the West Hamlin-Midkiff Road for Grading and Draining. Certified check \$4000.

Project 3247, Putnam County—4.0 miles of Plymouth-Red House Road for Graveling. Certified check \$600.

Project 3299, Putnam County—4.4 miles of the Scary-Winfield Road for Graveling. Certified check \$600.

Project 3350, Putnam County—4.9 miles of the Scary-Winfield Road for Graveling. Certified check \$600.

Projects 51 and 3379, Wayne County—5.0 miles of the Wayne-Echo Road for Gravel Surfacing. Certified check \$2000.

Project 3357-A or F. A. No. 156-C, Braxton County—6.0 miles of the Sutton-Little Birch Road for Grading and Draining. Certified check \$5000.

Project 3157-B, Braxton County—5.0 miles of the Frametown-Villa Nova Road for Grading and Draining. Certified check \$4000.

Project 3334, Gilmer County—0.5 mile at Glenville for Grading, Draining and paving with Bituminous Macadam. Certified check \$800.

Project 155-A, Marion County—0.45 mile Watson Bridge Approaches for Grading, Draining and Cement Concrete Pavement. Certified check \$900.

Proposals will be received only upon state standard forms in accordance with plans, specifications and estimates of quantities therefor, which standard forms, plans, specifications and estimates of quantities may be obtained from the office of the Division Engineer in whose territory the proposed construction is located, or from the office of the State Road Commission at Charleston, W. Va.

Each proposal must be accompanied by a certified check for the amount noted. The right is reserved to reject any or all proposals.

THE STATE ROAD COMMISSION OF WEST VIRGINIA.
E. B. CARSKADON, Secretary.

Bids close August 24, 1926.

Municipal Improvements

Palmetto, Fla.

Sealed proposals on blank forms furnished by the City of Palmetto, Florida, and addressed to F. K. Webb, Commissioner of Public Works, will be received until 1 P. M. Tuesday, August 24, 1926, at the City Clerk's office for furnishing all materials, labor and equipment for performing the following work: Grading, Draining, Paving, Curbing, Storm Sewers, Sanitary Sewers, Sidewalks and Ornamental White Way Lights at the approximate cost of \$150,000.

Copies of the plans and specifications may be seen at the City Clerk's or the Resident Engineer's office, or a set will be mailed to any address upon the receipt of \$10.

Bids close August 18, 1926.

Street Improvements

DEPARTMENT OF PUBLIC WORKS
BUREAU OF HIGHWAYS

Baltimore, Md., August 4, 1926.

Separate sealed proposals, executed in duplicate, addressed to the Board of Awards, care of the City Register, will be received by him in his office until 11 A. M. Wednesday, August 18, 1926, to grade, curb and pave with Sheet Asphalt on concrete base and Cement Concrete the streets listed in Contracts Nos. 361 and 362.

Contract No. 361

Sheet Asphalt, 8200 square yards

Certified Check \$650

Contract No. 362

Cement Concrete, 10,760 square yards

Certified Check \$600

Specifications and proposal sheets and all other information can be obtained at this office, Room 207½, City Hall. A charge of \$10 will be required for specifications covering each contract, which charge will not be refunded.

The Board of Awards reserves the right to reject any or all bids. A certified check of the bidder on a clearing-house bank, drawn to the order of the Mayor and City Council of Baltimore, to the amount as recited in the specifications, must accompany each bid.

Bond in the amount of the contract price will be required of the successful bidder.

STEUART PURCELL,

Highways Engineer.

Approved:

HOWARD W. JACKSON,
President, Board of Awards.

Approved:

B. L. CROZIER,
Chief Engineer.

Approved:

JOSEPH PATTI, JR.,
Asst. City Solicitor.

Bids close August 31, 1926.

Water Mains, Sewers and Paving

Sealed proposals or bids for the construction of water mains and sewers and paving of streets will be received at the office of the Town Clerk of the Town of Havana, Florida, until 12 o'clock noon, central standard time, of Tuesday, August 31, A. D. 1926, at which place and time bids will be publicly opened by the Town Council of said Town of Havana.

The following is an approximate statement of the work to be done:

10 Fire Hydrants.

3,400 Lineal ft. of 6-in. water mains.

700 Lineal ft. of 8-in. water mains.

24 6-in. valves.

4 8-in. valves.

10,000 Lineal ft. of sewers with a minimum of 8 in. Together with manholes, connections, etc.

21,000 sq. yds. of street paving with curb and gutter, type to be selected.

Information for bids, plans and specifications may be obtained from the Town Clerk of Havana, Florida, or from Armes & Winthrop, Engineers of Tallahassee, Florida. Work is to be begun within ten days after signing contract.

A properly certified check for 5 per cent of the amount bid will be required with each bid. Checks of unsuccessful bidders will be properly returned.

The Town Council reserves the right to reject any or all bids and to accept any bid it may deem to be for the best interest of the Town.

J. H. TURNER,

Town Clerk of the Town of Havana, Fla.

Bids close August 30, 1926.

Sanitary and Storm Water Sewers

Jenkintown, Penna.

Sealed bids will be received at the Borough Hall, Jenkintown, Pa., until 7 P. M. (Standard Time) Monday, August 30, 1926, at which time they will be publicly opened and read, for constructing Sanitary and Storm-Water Sewers, consisting of the following approximate quantities:

30,000 lineal feet 8-inch Vitrified Pipe Sanitary Sewer.

3,000 lineal feet 10-inch Vitrified Pipe Sanitary Sewer.

1,500 lineal feet 12-inch Vitrified Pipe Sanitary Sewer.

1,000 lineal feet 33-inch Vitrified Pipe Storm Sewer.

450 lineal feet 30-inch Vitrified Pipe Storm Sewer.

650 lineal feet 27-inch Vitrified Pipe Storm Sewer.

550 lineal feet 18-inch Vitrified Pipe Storm Sewer.

400 lineal feet 12-inch Vitrified Pipe Storm Sewer.

150 Manholes and Miscellaneous Appurtenances.

The work will be divided into two contracts. Contractors may bid upon one or both contracts.

Plans, specifications and bidding blanks may be obtained from Albright & Mohs, Civil Engineers, 1502 Locust Street, Philadelphia, Pa., upon deposit of \$10, which sum will be refunded upon the return of said plans and specifications to the Engineers in good condition.

Bids must be accompanied by a certified check amounting to not less than two (2%) per cent of the total of bid tendered.

The Council reserves the right to reject any or all bids and award the contract as it may deem to be the best interests of the Borough.

By order of Council.

A. C. J. SCHABACKER, Secretary.

Dated July 26, 1926.

Bids close September 7, 1926.

Materials and Construction Proposed Sanitary Sewerage System

Bunkie, La.

Sealed proposals will be received by the Mayor and Board of Aldermen of the Town of Bunkie, Louisiana, on or before 2 P. M. on the 7th day of September, 1926, and then publicly opened, for furnishing materials, machinery and equipment and constructing a Sanitary Sewerage System for Sanitary Sewer District No. 1 of said Town, in accordance with plans and specifications on file in the office of the Clerk of the Town of Bunkie, Louisiana.

The work includes the following approximate quantities:

54,000 feet 8-in. Sewer.

3,100 feet 10-in. Sewer.

5,100 feet 12-in. Sewer.

1,800 feet 18-in. Sewer.

52 Manholes.

87 Manholes.

38 Drop Manholes.

6 Flush Tanks.

13,000 ft. 10-in. Pressure Duteall Line

Concrete Sewerage Lift Station.

2 500-G. P. M. Sewer Pumps.

Each proposal must be accompanied by a certified check for five per cent (5%) of the amount of bid, made payable unconditionally to Hon. E. H. Taliferro, Mayor, Bunkie, Louisiana, as evidence of good faith.

Specifications, form of proposal, contract and plans may be seen at the office of the Clerk, Bunkie, Louisiana, or will be mailed upon application to the Engineer, Henry A. Mentz, Hammond, Louisiana, upon receipt of Fifteen Dollars (\$15).

The Board reserves the right to reject any and all bids or to waive formalities and to make any award which in their opinion is to be the best interest of the Town of Bunkie.

E. H. TALIFERRO, Mayor.

THAD MANTIPLY, Clerk.

HENRY A. MENTZ,

Consulting Engineer,

Hammond, Louisiana.

Bids close August 30, 1926.

Sanitary Sewers and Street Improvements

Titusville, Fla.

Sealed proposals will be received by the City Council of the City of Titusville, Florida, until 10 A. M. August 30, 1926, at the City Hall in Titusville, Florida, at which time they will be opened and publicly read, for constructing a system of Sanitary Sewers, paving certain streets designated in resolution of the City Council, and constructing the necessary appurtenant storm sewers. All as more particularly shown upon the plans and specifications for the work.

The work includes the furnishing of all labor, material, machinery and equipment of every kind necessary to perform the work in accordance with the plans and specifications.

The principal quantities of work to be performed are as follows, all quantities being approximate:

PAVING

- 113,900 Square Yards 6-in. One-Course Plain Portland Cement Concrete Pavement.
- 65,500 Lineal Feet Combination Curb and Gutter.
- 68,300 Cubic Yards Street Grading.
- 4.00 Acres Clearing and Grubbing.
- APPURTENANT STORM SEWERS
- 1,346 Lineal Feet 48-in. Concrete Pipe Sewer.
- 15,979 Lineal Feet 10-in. to 30-in. Vitri-fied Clay Pipe or Concrete Pipe Sewer.
- 131 Curb Inlets, Frames and Covers.
- 78 Manholes, Frames and Covers.
- 73.00 M. B. M. Timber Foundation.
- 38.00 M. B. M. Sheet Piling in Trench.
- SANITARY SEWERS
- 44,098 Lineal Feet 8-in. to 18-in. Vitri-fied Clay Pipe or Concrete Pipe Sewer.
- 32,125 Lineal Feet 6-in. Vitri-fied Clay Pipe or Concrete Pipe House Connections.
- 173 Manholes, Frames and Covers.
- 10 Automatic Flush Tanks.
- 6 Septic Tanks.

All bids will be compared upon the basis of the Engineer's estimate of the work to be performed.

Plans and specifications are on file and may be inspected at the office of the City Clerk or the City Engineer. Copies of plans and specifications for use in bidding may be obtained from the City Engineer upon making a deposit of \$10, which will be refunded to bona fide bidders upon the return of the plans and specifications in good condition on or before the day of opening the bids.

The said work will be paid for as it progresses, to-wit: 85 per cent of the relative value of work done in each calendar month will be paid for between the 10th and 15th of the succeeding month and the remainder will be paid within thirty days of completion and final acceptance of the work by the City Council.

Proposals must be submitted on regular forms attached to the specifications. All proposals must be accompanied by a certified check or bidder's bond, acceptable to the City Council and drawn to the order of the City of Titusville, Florida, for not less than 3 per cent of the amount of the bid. Which said check or bond will be forfeited to the City of Titusville, Florida, as liquidated damages upon failure of the successful bidder to enter into contract and furnish acceptable bond.

Bond will be required of the successful bidder in the sum of 25 per cent of the contract award, and said bond shall be executed by some reputable surety company, authorized to do business in the state of Florida and satisfactory to the City Council.

Proposals may be made for all or each of the above-named projects.

The City reserves the right to reject any and all bids.

The City reserves the right to increase or decrease the amount of work included in these specifications to the extent of 25 per cent of the quantities involved without affecting the specifications or the contract in any other respect.

This twenty-seventh day of July, 1926.

By order of the City Council of the City of Titusville, Florida.

By W. J. DARDEN,
Chairman of the City Council.

Attest:

J. P. WILSON, City Clerk,
HENRY B. SMITH,
Titusville, Florida, City Engineer.

Bids close August 18, 1926.

Sanitary Sewer System

Sealed proposals will be received by the City Council of the City of Winter Park, Florida, until 8 o'clock P. M. on the 18th day of August, 1926, at the City Hall, for the furnishing of materials and construction of a SANITARY SEWER SYSTEM, consisting of the following items, to-wit:

- 8,365 Lin. Ft. 24-in. sewer pipe, 0-18 ft. cut.
- 1,874 Lin. Ft. 21-in. sewer pipe, 6 ft.-18 ft. cut.
- 3,337 Lin. Ft. 18-in. sewer pipe, 6 ft.-10 ft. cut.
- 570 Lin. Ft. 15-in. sewer pipe, 0-18 ft. cut.
- 760 Lin. Ft. 12-in. sewer pipe, 10 ft.-12 ft. cut.
- 3,475 Lin. Ft. 10-in. sewer pipe, 0-12 ft. cut.
- 20,480 Lin. Ft. 8-in. sewer pipe, 0-10 ft. cut.
- 250 Lin. Ft. 24-in. C. I. Pipe on piers.
- 120 Lin. Ft. 16-in. C. I. Pipe, inverted siphon, 12 ft. to 14 ft. cut.
- 5,700 Lin. Ft. 10-in. C. I. Pipe force mains, 0-4 ft. cut.
- 98 Standard Manholes, 0-18 ft. Vertical Height.
- 100 Vertical Feet Drop Manholes.
- 32 Flush Tanks, 5-in. Siphon.
- 3 Clean-out Boxes.
- 850 Lin. Ft. House Connections.
- 100 M. Ft. B. M. Lumber Foundation.
- 20 Cubic Yards Class "A" Concrete.
- 50 Cubic Yards Class "B" Concrete.
- 18,164 Sq. Yds. Sand-Filled Brick Pavement relaid.
- 9,000 Sq. Yds. Cement Grouted Brick Pavement relaid.
- 2 Sewage Pumping Stations complete.
- 1 Disposal Plant.
- 4 Centrifugal Pump Units.

Bids will be received on the whole or any section of the work.

Plans and specifications may be examined at the office of the Clerk at the City Hall, Winter Park, Fla., or at the office of the Engineer, in New Smyrna, Fla. Copies of the specifications may be obtained from the above places upon receipt of Five Dollars, which will be returned on a bona fide bid. Copies of the plans may be obtained upon receipt of Fifteen Dollars.

Each bidder must accompany bid with a certified check or bidder's bond for an amount not less than five per cent of the amount bid, drawn to the order of the City of Winter Park, Florida.

The right is reserved to reject any and all bids in whole or in part.

(Seal)
C. FRED WARD,
Mayor of City of Winter Park.
E. F. BELLOWS,
Clerk.
N. A. HOTARD,
Engineer.

Tent Cottages

Wanted—Bids on 100 of the most up-to-date take-down roomy tent cottages for a camping colony at Espritu Santo Springs, Safety Harbor, Florida. Address

DR. A. S. ROSS,
Espritu Santo Springs, Inc.,
The Sanitarium.

Bids close September 1, 1926.

Oasis Temple Building

INVITATIONS FOR PROPOSALS (TIME EXTENDED)

Sealed proposals will be received by the Board of Directors of Oasis Temple Mosque, Incorporated, Charlotte, N. C., until 3 o'clock P. M. September 1, 1926, and then opened in the office of the undersigned in the Masonic Building, Charlotte, N. C., for the construction complete of Oasis Temple Building.

Separate proposals will be received for:

- Construction.
- Heating.
- Plumbing.
- Electrical Work.
- Elevators.

Drawings and specifications may be obtained on request from the office of White, Streeter & Chamberlain, Architects, Gastonia, N. C., or may be seen at the office of the General Contractors' Association, Charlotte, N. C., and the Builders' Exchanges, Greensboro, N. C., and Atlanta, Ga. The owners reserve the right to accept any or reject all bids.

W. S. LIDDELL, Secretary.
Charlotte, N. C., August 5, 1926.

Bids close August 17, 1926.

Combination Pumper, Chemical and Fire Hose

Starkville, Miss.

By virtue of authority of an order adopted by the Mayor and Board of Aldermen of the City of Starkville, Miss., on the 6th day of July, 1926, the Mayor and Board of Aldermen of the City of Starkville, Miss., will, at eight (8) o'clock P. M. August 17, 1926, receive bids for: One Triple-Combination 750-Gallon Pumper, Chemical and Hose Truck. Bidders must own and operate factory making motor, chassis, chemicals and pump to assure all necessary parts that might have to be replaced or bought in the future. The Board reserves the right to reject any and all bids.

Witness our signatures this the 16th day of July, 1926.

H. A. BEATTIE,
Mayor.

T. J. GUNN,
Clerk.

Bids close September 7, 1926.

Live Oak and Branford School Buildings

Live Oak, Fla.

Notice is hereby given that the Board of Public Instruction of Suwannee County, Florida, will receive bids up to 12 o'clock noon September 7, 1926, for three brick buildings, two to be erected in Live Oak and one in Branford. Separate bids may be submitted for heating, plumbing and wiring.

Plans and specifications for the Live Oak buildings may be obtained from Lockwood, Poundstone & Billie, Architects, Tampa, Fla.

Plans and specifications for the Branford building may be obtained from S. J. Welch, Architect, Pensacola, Fla. A \$15 deposit will be required for each set of plans.

Mail bids to T. W. Sweat, Supt. of Public Instruction, Live Oak, Fla.
BURR A. L. BIXLER, Chmn.
T. W. SWEAT, Sec.

Bids close August 17, 1926.

Garbage and Refuse Destructor

Memphis, Tenn., July 20, 1926.

Notice is hereby given that sealed proposals will be received at the office of C. C. Pashby, City Clerk, until 2:30 o'clock P. M. Tuesday, August 17, 1926, for furnishing all labor, materials, hauling, tools for and constructing a Garbage and Refuse Destructor under the following general conditions:

Bidder to furnish plans and specifications. Capacity from sixty tons to eighty tons in ten hours.

Bidder to state guaranteed operation.

To be built for the future addition of a duplicate unit, one stack to serve both units.

Building to be of fireproof construction, of steel and brick, or concrete and brick. Bidder's design.

The property to be furnished by the City of Memphis. Bids to be received on the completed job, including building and foundation.

Separate bids must be submitted on building, extra foundation and excavation and on destructor units.

Time of completion must be stated in proposal.

Bidder must make an investigation and study of City of Memphis' Method of Collection. Materials Collected and kind of Equipment used in hauling.

The City of Memphis reserves the right to reject any and all bids.

A certified check for one thousand (\$1000) dollars on some solvent bank, payable to the order of the City of Memphis, or a bidder's bond for a like amount, conditioned on the bidder executing the contract, if awarded to him, shall accompany the proposal.

Said check, bond or order, as the case may be, will be returned to the unsuccessful bidder upon award of the contract, and to the successful bidder when he makes approved bond and signs contract for the faithful performance of the work.

Cash payment for this work will be made by the City of Memphis by order of the Board of Commissioners of the City of Memphis.

ROWLETT PAINE, Mayor.

Attest:
C. C. PASHBY, City Clerk.



CLASSIFIED OPPORTUNITIES



MINERAL AND TIMBER LANDS, WATER POWER, MISCELLANEOUS PROPERTIES

20,000 ACRES Fine Mountain Land in Western North Carolina, suitable for all purposes. Contains lots of mica, feldspar, kaolin; also veins of gold. Opportunity to make money in mining these minerals. Land produces finest apples in the world. Excellent summer climate. Good roads, schools and churches. Price low and terms to suit.

M. K. LEE, Monroe, N. C.

BROWN STONE QUARRIES

FOR SALE TO SETTLE ESTATE—Brownstone Quarries and 125-acre farm located in York Co., Penna., near Penna. R. R. line, Harrisburg, Pa., to Washington, D. C. Entire tract underlaid with the very best brownstone. Copies of U. S. report and Penn. Geological Survey, with sample of stone, sent on request. Personal investigation solicited; land not needed for immediate quarry purpose is well adapted for fruit or general farming; reasonable price and terms for prompt purchase.

REEHLING ESTATE, Steelton, Pa.

TALC PROPERTY

FOR SALE—Talc quarry. Seventy-two acres in tract. Machinery equipped. Two good houses; plenty of water; mile and a quarter from Norfolk-Southern Railroad. Price \$25,000; part cash, balance on easy terms. Fine opportunity for talc or crayon manufacturer. Address
UNITED TALC & CRAYON COMPANY,
Glendon, N. C.

TIMBER TRACT WANTED

REPUTABLE BROKERS, with list of bona fide buyers, want to handle timber tracts from owners on commission. References. Full details asked in first letter, with plat, cruise, price, terms and commission. No. 6617, Manufacturers Record.

FARM, FRUIT AND TRUCK LANDS

ALABAMA

WONDERFUL OPPORTUNITIES, with unlimited possibilities, for investment on the Gulf Coast at Mobile. The land that steals your heart away. We have factory sites, textile mill, central business property, farms, orange and pecan groves, timber tracts, cutover land, waterfront property, homes and desirable building lots at very attractive prices and easy terms. Write us for information and literature. GULF COAST INVESTMENT COMPANY, INC., REALTORS, 32-34 N. Royal St., Battle House Bldg., Mobile, Ala.

FLORIDA

ACREAGE AND FARM LANDS in large or small quantity. Nothing too small for our consideration. Our service is valuable, backed up by reliability.

GOODWIN & BAKER REALTY CORPORATION,
Ft. Pierce, Florida.

CARR & CARR, INC.,
WEST PALM BEACH, PALM BEACH,
LAKE WORTH.
References—Any bank or trust company in Palm Beach County.

FARM, FRUIT AND TRUCK LANDS

FLORIDA

ORANGE GROVES FOR SALE—From eight acres up to any size desired; prices upon application. Also locations for chicken farms; fine location for dairy farms.

J. G. COATS, Fort Pierce, Fla.

TWENTY ACRES AND PLENTY.

Free book tells truth about Florida land; monthly payments \$1 an acre. Orange groves, planted, cared for, 10 per cent above cost.

SYLVESTER E. WILSON,
Dept. X, Orlando, Fla.

FLORIDA—The Land of Opportunity—more than \$15,250,000 in her State Treasury May 31 and no bonded indebtedness; no income or inheritance tax, ever; the "Playground of the Rich; Paradise of the Poor." Highest-priced crops produced in the Winter months. Send today for booklet and new list of Summer Farm and Grove Bargains. Tampa-West Coast Realty Co. (Inc.), Realtors, Opp. Post Office, "Since Before the War," Tampa, Florida.

FLORIDA INVESTMENTS MANATEE COUNTY.

The county that stands seventh in production of fruit and vegetables in the U. S. A solid foundation back of your investments—Farm Lands—Business Properties—Lots or Acreage for Subdivisions.

Full information on request—we can buy for you and we can resell for profit.

References: Bradenton Bank & Trust Co.
MANATEE LAND SALES CO.,
Bradenton, Fla.

St. Petersburg Office—560 First Ave. North.

MISSISSIPPI

FOR SALE AT HALF VALUE.

Three well-improved Mississippi delta plantations, 1100 to 3000 acres, located in the greatest long staple cotton section on earth. \$65 to \$85 per acre walkout. Details gladly given. Inspection arranged any time by appointment. J. H. Blanchard, P. O. Box 268, Greenwood, Miss.

NORTH CAROLINA

900 ACRES in Carolina's famous Peach Belt. Ideal Peach land; \$25 per acre.

Z. V. PATE, Owner,
Laurinburg, N. C.

3000 ACRES, part good farming land, adapted to growth of staple farm crops, balance very suitable for stock farm; \$20 per acre. Z. V. PATE, Owner, Laurinburg, N. C.

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Large Acreage, irrigated and unirrigated.

BUSINESS OPPORTUNITIES

FOR SALE. SHEET METAL BUSINESS.

Located in the best and growing coal field in West Virginia. Business is good; \$5000 to \$6000 worth of work on hand. Reason for selling, physical condition prevents my looking after same. Write W. D. McCleary, Mgr., P. O. Box 684, Beckley, W. Va.

BUSINESS OPPORTUNITIES

BUSINESS EXECUTIVE wanted to manage office of fast growing construction company doing business all over the South; party must invest some capital in busir Address P. O. Box 660, Pensacola, Fla.

OPPORTUNITY in Florida for sales neer who has little money to invest in st of company and who can devote his time the company having exclusive distributi of Water Works equipment for most reu table manufacturers. Address No. 661 care Manufacturers Record, Baltimore, M

MISSISSIPPI IRON ORE

Capital invited to investigate a 13-ft. vein 35 per cent ore on 2000 acres, Clarke Co., 170 miles southwest of Birmingham, right on Southern and M. & O. railroads. A scraper surface method, all above water. Big returns if erect furnace for pig-iron reduction. Lime flux within few miles on railroad. Ore samples and interesting data furnished. P. D. GALARNEAU, 508 23d Ave., Meridian, Miss.

FINANCIAL

A RETAIL LUMBER and Building Material concern in the best section of the Florida East Coast would like to interest some one who would loan money on new rent-producing buildings covered by first mortgages; 100 per cent security can be furnished and good, attractive interest rates obtained; in addition to mortgages, personal indorsements will be made. Gilt-edge references furnished. If interested, write undersigned for full details. Address No. 6618, care Manufacturers Record.

FACTORY SITES

FOR SALE—600 ft. facing B. & O. R. R. and 220 ft. on Sumner Road, Washington, D. C.; two acres, industrial zone, city water and sewerage; fine concrete roads; 2 miles from Capitol Bldg., offering at 30 cents per sq. ft. Terms and offers wanted. W. H. Bryson, Hotel Colonial, Philadelphia, Pa.

FACTORY SITE FREE—In Cliftondale Park, a suburb of Clifton Forge, Va. On main line C. & O. Railway; large stream through property, within fifty yards high-power electric line; low current rates. Good labor conditions; healthful climate; exempt from city taxes. From one to five acres absolutely free to anyone who will locate an industry on the property. L. W. Farrier & Co., Inc., Clifton Forge, Va.

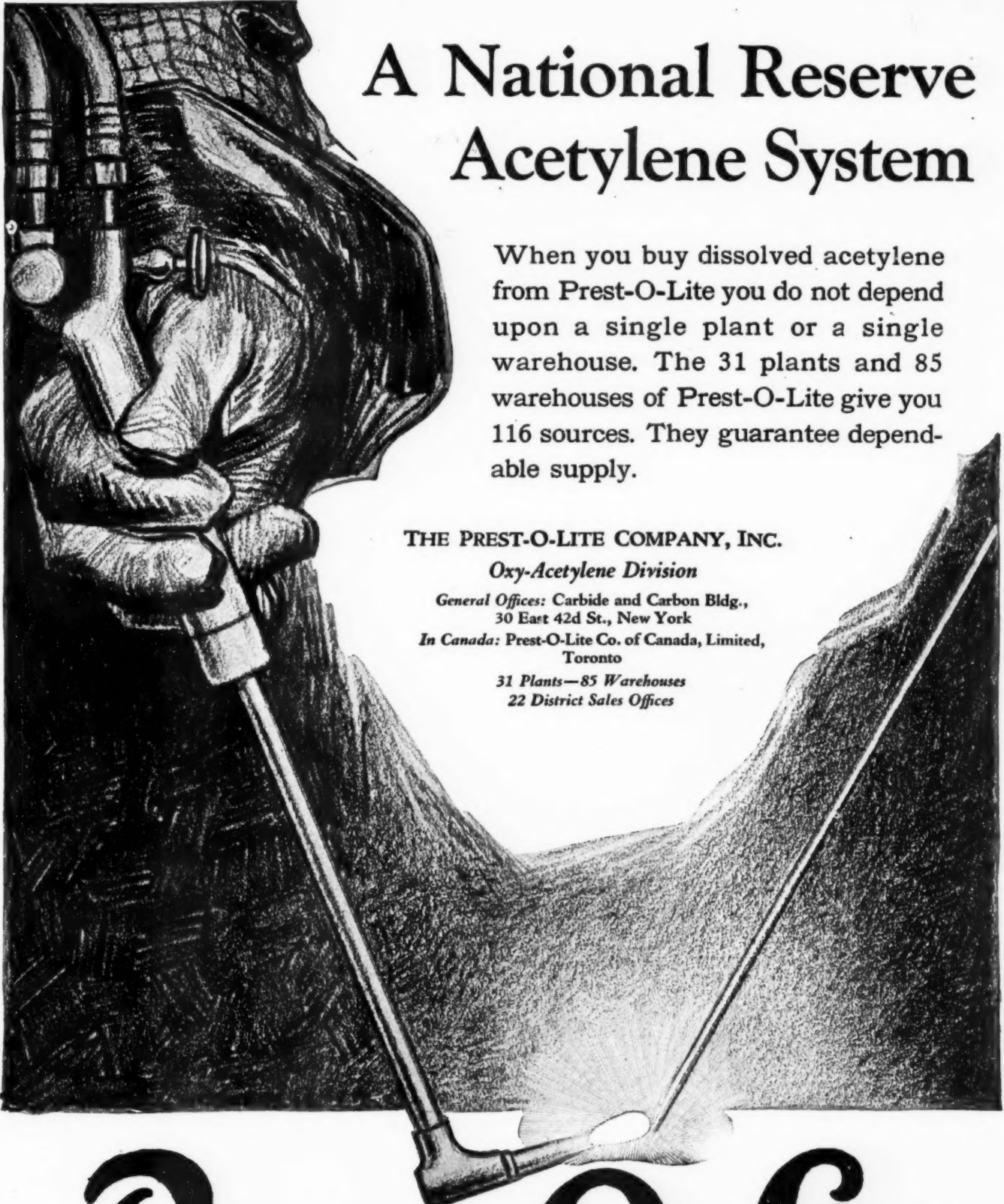
INDUSTRIAL PLANTS

FOR SALE—Three modern Arctic Pownall Ice Plants in Miami, Florida, and vicinity. Address O. J. Morris Ice & Cold Storage Bldg. Co., 2637 N. Miami Ave., Miami, Fla.

FOUNDRY AND MANUFACTURING PLANT—20,000 sq. ft. floor space, motor machinery and foundry equipment, daylight, brick, steel and wood construction, good condition, located on river. Address Box 251, Alexandria, Va.

INDUSTRIAL BUILDINGS

FOR RENT—ATLANTA, GA.—I am building a new modern 2-story and loft building 60x85 feet; about Ten Thousand square feet space. Cut Stone and plate-glass front, 19-foot ceilings, 9 skylights. Located 133-35-37 Spring street, Atlanta, near new R. H. Macy department store, New Grady Hotel and New Keith Theater; Auto thoroughfare. Address JOHN KEILEY, 1716 Pennsylvania avenue N. W., Washington, D. C., or any Real Estate Broker, Atlanta, Ga.



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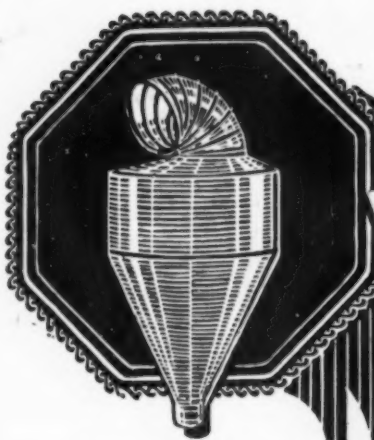
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